

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,351 tons, Captain H. D. Jones.
 S.S. "POWAN," 2,338 tons, " R. D. Thomas.
 S.S. "FATSHAN," 2,250 tons, " W. A. Valentine.
 S.S. "HANKOW," 3,073 tons, " C. V. Lloyd.
 S.S. "KINSHAN," 1,995 tons, " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at 1 P.M.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. & C. MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 S.S. "NANNING," 569 tons, " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

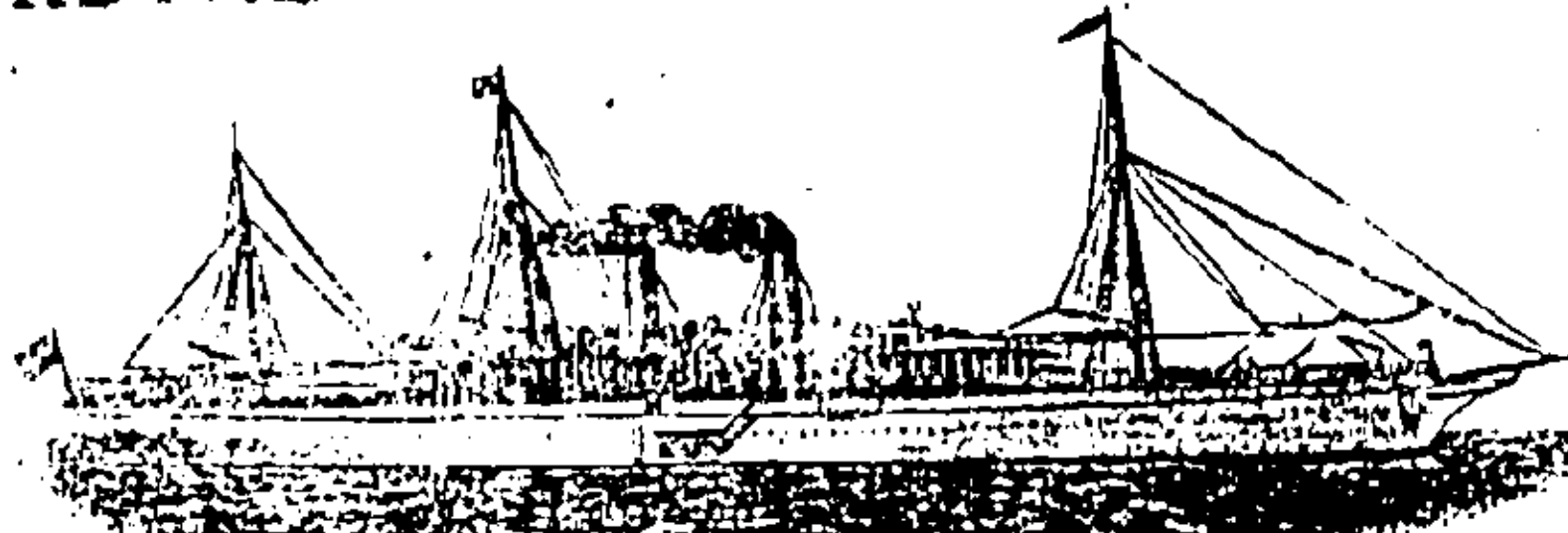
HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kumchuk, Single \$7.00.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 5 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG:—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA," 6,000 Tons, WEDNESDAY, 19th April.
 "TARTAR," 4,425 tons, WEDNESDAY, 26th April.
 "EMPERESS OF JAPAN," 6,000 tons, WEDNESDAY, 10th May.
 "ATHENIAN," 2,440 tons, WEDNESDAY, 24th May.
 "EMPERESS OF CHINA," 6,000 tons, WEDNESDAY, 31st May.
 "EMPERESS OF INDIA," 6,000 tons, WEDNESDAY, 21st June.
 Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Pedder's Street.
 Hongkong, 29th March, 1905.

HAMBURG-AMERIKA LINIE.

OBERSTÄDTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SILESIA	HAVRE, BREMEN AND HAMBURG. (Calling at SP'ORE, PENANG & COLOMBO).	20th April.	Freight and Passengers.
Bahle	HAVRE AND HAMBURG.	1st May.	Freight.
SERBIA	(Calling at SP'ORE, PENANG & COLOMBO).		
Jacob	HAVRE AND HAMBURG.	2nd May.	Freight and Passengers.
SLAVONIA	(Calling at SP'ORE, PENANG & COLOMBO).		
Madsen	HAVRE AND HAMBURG.	10th May.	Freight.
SEGOVIA	(Calling at SP'ORE, PENANG & COLOMBO).		
Schoenfeldt	HAVRE AND HAMBURG.	30th May.	Freight.
SENEGAMBIA	(Calling at SP'ORE, PENANG & COLOMBO).		
Jaburg	HAVRE AND HAMBURG.	13th June.	Freight.
C. FERD. LAESZ von Hoff	(Calling at SP'ORE, PENANG & COLOMBO).		
BRISGAVIA	HAVRE AND HAMBURG.	27th June.	Freight.
Schmidt	(Calling at SP'ORE, PENANG & COLOMBO).		
NUBIA	NEW YORK VIA SUEZ.	25th May.	Freight.
Habel	with liberty to call at the Malabar coast.		

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 10th April, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other as their composition is only known to me. H. R. H. The Duke of York, and H. I. E. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
 PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
GNESSEN	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 26th day of April, 1905, at Noon, the Steamship "PRINZ EITEL FRIEDRICH," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 24th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 2nd May.
PRINZ SEGISMUND	3,303	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	THURSDAY, 13th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 26th "

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 12th April, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIMAH	JAVA	Second half April	JAPAN VIA SHANGHAI	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 20th March, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 10 minutes.
 8.30 a.m. to 9.00 a.m. Every 10 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 10 minutes.
 1.15 p.m. to 1.45 p.m. Every 10 minutes.
 1.45 p.m. to 2.15 p.m. Every 10 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.30 p.m. to 4.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.
 NIGHT CARS.
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
 SUNDAYS.
 8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 10 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.
 NIGHT CARS as on Week Days.
 SATURDAYS.
 Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.
 JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 29th December, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
 &c. &c. &c.

Sole Agents for
 FERGUSON'S SPECIAL CREAM and
 P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
 AT
 REASONABLE PRICES.
 Hongkong, 7th March, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

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C. W. MEAD, C.E.,
 President and
 Shanghai Manager.

N. M. HOLMES, C.E.,
 Vice-President and
 Hongkong Manager.

A. F. CARRICK, C.E.,
 General Manager,
 Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway
 Hydraulic
 Mining and
 Sanitary
 Engineering.

A Speciality made
 of Reinforced Concrete
 and Concrete Piles.

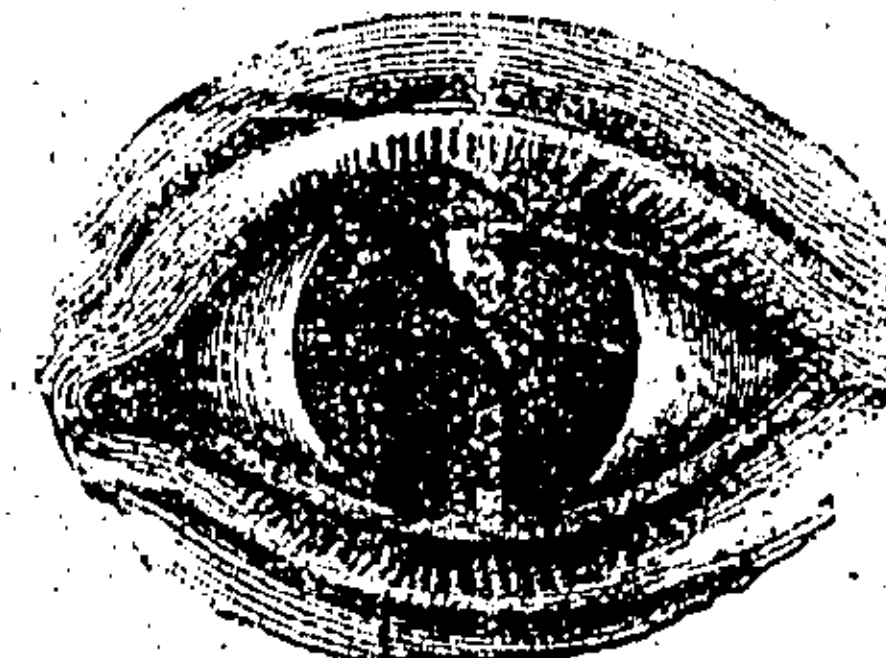
Examinations
 Surveys
 Reports and
 Estimates.

On all Railway
 or Proposed
 Construction
 Works.

Hongkong, 2nd February, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUIAR STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 24th March, 1904.

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Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

291

J. W. OSBORNE,
Proprietor and Manager.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[27]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1903.

Intimations.

WM. POWELL,
LIMITED.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER)

SHIRTS!
SHIRTS!
SHIRTS!

Our New Stock of
Spring & Summer Shirts
has just arrived.

ELEGANT
PATTERNS IN
LIGHT-WEIGHT
ZEPHYR,
CELLULAR,
SILK & WOOL,
&c., &c., &c.

NECKWEAR!
NECKWEAR!
NECKWEAR!
NEW & EXCLUSIVE
DESIGNS.

UNDERWEAR!
UNDERWEAR!
UNDERWEAR!
A fine Selection of
INDIA GAUZE,
BALBRIGGAN,
LISLE THREAD,
SILK AND
SILK AND WOOL
UNDERWEAR
especially suitable for
this climate.

HALF-HOSE!
HALF-HOSE!
HALF-HOSE!
GOOD QUALITY,
SMART PATTERNS,
MEDIUM AND
LIGHT-WEIGHTS.

MODERATE PRICES.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONG KONG.

Hongkong, 11th April, 1905.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP AND TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th March, 1905. [68]

THE WISE MAN
BUYS A "SINGER"; IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE;

FREE INSTRUCTION;

EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.
Hongkong, 25th March, 1905. [48]

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.

Facing the Post Office, Queen's Road,
Central.

Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Biscuits and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe
in the Orient.

Hongkong, 17th December, 1904. [46]

JUST LANDED.

NO Toilet Requisites are complete without
these Soaps:—

PLANTOL FLORAL AND NATURAL
BOUQUET SOAPS.

Guaranteed made from Fruits and Flowers
and to contain no animal fat. They are sooth-
ing and refreshing to the delicate skins.

ALSO

CARNAVAL (A LA ROSE) AND
STARLIGHT SOAPS,
pure, economical, agreeable and highly per-
fumed and a perfect toilet and nursery soap.

Now on Show.

H. RUTTONJEE,
5, D'Aguilar Street, Hongkong,
37 & 38, Elgin Street, Kowloon.
Hongkong, 8th April, 1905. [58]

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLA-
PING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1904. [59]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 12nd September, 1904. [56]

A FOOK & Co.,
12, Pottinger Street, Central
GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMMODITIES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.
Hongkong, 23rd February, 1905. [62]

TRADE MARK

CURES
MEN & WOMEN
BIGON is a non-poisonous
remedy for any venereal
discharge and inflammation
of the urethra or of the
prostate gland. It is a
guaranteed cure for
gonorrhea, syphilis,
etc.

SOLD BY DRUGGISTS.
Circular mailed on request.
MANUFACTURED BY
THE BRON Chemical Co.
CHICAGO, U.S.A.

ENGINEERING COMPANIES
AMALGAMATION.

IN SINGAPORE.

Some little time ago we were the first to
announce a contemplated amalgamation be-
tween the two important firms of Riley Har-
greaves & Co., and Howarth Erskine & Co.,
Ltd., of Singapore and various places in the
Malay Peninsula and Bangkok. In the
industrial life of the Straits, and especially in
Singapore, these two huge Companies bear a
large part. Overshadowed in some respects by
the Tanjong Pagar Dock Co., which has now
to be expropriated, each of the two big
concerns that are to become one, yet possesses
an organisation, plant and staff of Europeans
and native that would fairly astonish any one
who had not been through the machine shops,
over the shipbuilding slip, or who did not
know the vast amount of contracting work
that they undertake. For whatever purposes
iron steel and metals can be used, these big
firms use them. They have been engaged in
the largest engineering contracts, have built
ships and installed mills, carried out railway
works and engine ships. And they have
done all this in a healthy spirit of competition
that has been good for the development of the
Colony. The shareholders of each Company
are called together for the end of June to con-
sider proposals for amalgamation, and they
have thus three months to turn the matter over
in their minds. Riley Hargreaves was made
into a limited company in 1899, and has a
share capital of \$875,000, with six per cent
debentures to the amount of \$225,000. How-
arth Erskine's was formed in 1901 and its
capital is \$1,200,000, with \$500,000 seven per
cent debentures. Both the companies have
paid good dividends—ten per cent and 2½
bonus and ten per cent and 5 bonus—and are
both known to be in a very flourishing con-
dition. With the reasons for amalgamating
the shareholders are chiefly concerned, the
chief argument being no doubt that it will
reduce establishments and therefore charges,
the cost of running one big concern being less
than two, as regards management, &c. The
larger Company will also have an advantage
in purchasing, and in executive power. The
public may anticipate an absence of competi-
tion in the future that may or not prove advan-
tageous. It may tend to make engineering
works cheaper, as sometimes happens when
large interests are merged, or it may tend to
take them dearer, as often happens the nearer
one gets to a monopoly. It is a little curious
that just as the Government has abolished one
great industrial concern that had to look first
to dividends, another should spring up. But
perhaps Riley Hargreaves, Ltd., or Howarth
Erskines, or whatever name it will be known by,
will not do this.—*Singapore Free Press.*

COMMERCIAL EFFICIENCY.

INFLUENCE OF ALCOHOL.

The Mansion House of London is a great
centre where social and national tendencies
are frequently discussed and from which many
great movements have sprung, and it is a
significant fact that on Wednesday next the
Lord Mayor will preside over a conference
which has been called to consider the subject
of "Alcohol in Relation to Commercial Effi-
ciency." Apart from the striking evidence given
before the Committee on Physical Deteriora-
tion, the promoters of this gathering can quote
the fact that the most wide-awake nation in
the world, America, spends on intoxicants
about 50 per cent. less than the people of the
United Kingdom. They may also point to the
revelations of an insurance actuary that abstain-
ers live 25 per cent. longer on the average
than even moderate drinkers; and they may
refer to the testimony of the medical officer of
the Claybury Asylum that a quarter of the
males and about half as many of the females
admitted to that establishment in the past
ten years have owed their insanity to drink.
These and other lights on the social system
are to be discussed on Wednesday by Sir
Victor Horsley, Dr. T. B. Hyslop, of
Bethlehem Hospital, the chairman of the
London County Council, the president of the
London Chamber of Commerce, and Sir Henry
Cunningham. It is felt that the matter is one
that it needs to be sifted and testified, to the
interest which is being taken in next week's
gathering is supplied by the announcement
that about 250 gentlemen have expressed their
intention to attend the conference. The Earl
of Lytton, Lord Claud Hamilton, Lord
Avebury, Lord Monkswell, and Lord Brassey
are amongst these, and also representatives of
the great banking and insurance companies,
the leading railway companies, the Institutes
of Actuaries and Secretaries, the Society of
Accountants and Auditors, the Masters of
several of the City Companies, directors of
shipping companies, and leading members of
Lloyd's, the Baltic, the Corn, Coal, and Stock
Exchange, and of other great commercial
enterprises in the City.

Many social and medical doctors have been
pelling the public for years past with statistics,
but they have made little impression. Against
all the outcries of the opponents to the use of
alcohol there has been hide-bound custom and
the pleasure derived from drinking in moder-
ation. The average man and woman does not
readily forget that Paul told his friend to take
a little wine for his stomach's sake. For cen-
turies the convivial glass has played an increas-
ingly prominent part in the social life of the
English people, and also in their commercial
dealings. Doctors have been in the habit of
recommending their patients to take a little
wine with their meals, have urged the useful-
ness of stout in building up the system, or
have praised various alcoholic nectars. The
business man had been educated in the old
ways, and has in many cases become accus-
tomed to taking "nips" to promote business.
Now medical men of repute come forward and
preach anathema on alcohol, and tell all and
sundry that even if taken in moderate quantities

for a long period it lessens the efficiency of the
human machine. It is claimed that it robs
men of their will-power, blunts the keenness
of perception, and undermines the faculty of
prompt decision. Everyone is for efficiency to-
day, and it is an apostle of efficiency that
the Lord Mayor is presiding at Wednesday's
conference, although he may not commit
himself to all the theories which may be
advanced. Alcohol in excess everyone knows
to be deleterious, and the confirmed drunkard
is a social leper, but now the discussion is
advancing a step further, and the subject of
inquiry is whether moderate drinking, such as
even some of the "greatest of temperance
societies" countenance, is also a stumbling-
block to commercial efficiency.—*Ex.*

THE WORKING OF SAILING
SHIPS.

Captain William Williams, a retired master
mariner of Oakland, California, after 20 years'
unwearied experimenting, claims to have pro-
duced a miniature ship with machinery the
principles of which, when introduced into
ocean commerce, will cause a revolution in the
life of seamen before the mast. This is
nothing more or less than the reefing, bracing,
furling, and unfurling of sails on square-
rigged ships by machinery. This invention,
for which Captain Williams has received a
patent in the United States and Great Britain,
consists of a set of winches at the foot of each
mast, whereby a single man, by turning a
crank, can furl, unfurl, or reef a sheet in one
minute. To complete any of these operations
on the mainyard, lower topsailyard, upper top-
sailyard, would require an able-bodied seaman
but five minutes at the five winches.

The winches are so arranged as to take up
their own slack by reversing coys. The sheets
work on sleeves, encircling the yard arm. By
slipping a brake, the sheets unfurl themselves
by means of a system of weights. Another
feature of the device lies in an arrangement
of winches on a bridge over the deck in front
of each mast, by means of which the yards
can be braced, eased away, or hauled around
before the wind by one man working with a
crank. The winches displace the present
tangle of halyards, and besides saving more
than half the labour, are invaluable in cases
where the wind takes the vessel hard back.
Under the old system it was impossible to furl
in these conditions. Under the new it can be
done easily as at any other time. It takes
from 24 to 30 seamen to man a full-rigged
ship. By using half the men, and adopting
the Williams system, a saving of 12 men for one
year would amount to nearly £600.

William Williams, the inventor, was born in
Waterford, Ireland, 78 years ago. He has
been a sailing master for nearly 50 years.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 3/16
Do. demand	1/10 1/2
Do. 4 months' sight	1/10 1/2
France—Bank T.T.	2/32
America—Bank T.T.	45
Germany—Bank T.T.	1/80
India T.T.	1/38 1/2
Do. demand	1/38 1/2
Shanghai—Bank T.T.	72
Japan—Bank T.T.	90 1/2
Java—Bank T.T.	11 1/2

Buying.

4 months' sight L/C.	1/10 1/2
6 months' sight L/C.	1/10 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	1/10 1/2
4 months' sight France	2/32
6 months' sight do.	2/32 1/2
4 months' sight Germany	1/80 1/2
Bar Silver	26 1/2
Bank of England rate	2 1/2

OPTIM QUOTATIONS.

To-day's quotations are as follows:—	
	Per picul
Malwa New	@ 1/10 1/2
" Old	@ 1/10 1/2, 1/80
" Older	@ 1/200, 1/240
" Oldest	@ 1/300, 1/330
	Per cent
Patna New	@ 1/10 1/2
Benares New	@ 1/100
Persian (Paper)	@ 78/100

Sanitas
IS AN
Unequalled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for
general or personal use is thoroughly effective.
It completely disinfects the house which
is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a stronger
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
faculty for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
supply the safest and most convenient means
of sulphur fumigation. For disinfecting
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from FUNG WA CHUEN, Esq., to sell by
PUBLIC AUCTION,
TO-MORROW (THURSDAY),
the 13th April, 1905, at 2 P.M., within his resi-
dence, "Burnside," Robinson Road,
THE RESIDUE OF HIS
VALUABLE
HOUSEHOLD FURNITURE
THEREIN CONTAINED,
Comprising:—

SILK-COVERED SADDLE BACK
DRAWING ROOM SUITE (American make),
MORCCO-COVERED DINING ROOM
SUITE, TEAKWOOD EXTENSION DIN-
ING TABLE, IMPERIAL DINNER SER-
VICE, SILVER WARE, CANTON CARVED
BLACKWOOD DOUBLE BEDSTEAD,
FLOWER AND CURIO STANDS, SIDE
TABLES, SOFAS, CHAIRS, JADESTONE
PLATES AND ORNAMENTS, OLD PEKIN
CLOISONNE WARE, DOUBLE BRASS
BEDSTEAD, MARBLE-TOP WASH-
STANDS, &c., &c., &c.

ALSO
A Large Assortment of Valuable
CHINA WARE.

Particulars as per Catalogues, which will be
issued on Monday, the 10th instant.

On view on Tuesday, the 11th instant.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 12th April, 1905. [451]

PUBLIC AUCTION.

THE Undersigned have received instructions
from NEWMAN MUMFORD, Esq., to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 14th April, 1905, at 2 P.M., within his
residence, Stokes Bungalow East,
The Peak,

THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising:—

TEAKWOOD EXTENSION DINING
TABLE AND CHAIRS, TEAKWOOD HAT-
STANDS WITH GLASS, SINGLE IRON-
BEDSTEDS WITH WIRE AND HAIR MAT-
TRESSES, TEAKWOOD WARDROBE
WITH GLASS, TAPESTRY-COVERED
DRAWING ROOM SUITE, PICTURES,
MARBLE-TOP WASHSTANDS, COOK-
ING STOVE AND UTENSILS, &c., &c., &c.

ALSO
One COTTAGE PIANO, by Chapell &
Co., London, (in Good Order and Condition).
Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th April, 1905. [454]

Notice of Firm.

NOTICE.

THE Business of a SOLICITOR, PROCTOR
and NOTARY PUBLIC heretofore carried
on by me at Nos. 39, 41 and 43, Des Vaux
Road, under the name of GEO. K. HALL
BRUTTON will as from this date be carried
on under the name of BRUTTON, HETT AND
GOLDRING.

GEO. K. HALL BRUTTON.

Hongkong, 10th April, 1905. [456]

Intimations.

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second
hand Pianos from \$300 upwards, and a
written guarantee for a test period of TWO
Years given for each instrument.

A large consignment of records at the low
figure of \$1.80 each, 5% on wholesale orders.
The largest and most varied Stock of Music
in China. Inspection solicited. Our work-
men are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905. [365]

THE NEW FRENCH REMEDY

TRADE MARK
THERAPION

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Kossan, Joubert, Vespasi
and others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 markedly
shortens, often a few days only, renews all discharges from
the urinary organs, relieves all suppurating prostates, the use
of which is due to the fact that it is sold by the foundation of
structure and other serious diseases. In dysentery, piles,
irritation of the lower bowel, roughness of the skin, and all
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-known remedies have been powerless.

THERAPION No. 2 purifies
the blood, cures, purifies, spots, blotches, pimples and swell-
ings of the skin, relieves rheumatism, gout, rheumatoid
all diseases for which it has been too much a fashion
to employ mercury, arsenic, &c., to the destruction of
sufferers' health and ruin of families. This preparation
purifies the blood through the blood, and thoroughly
eliminates every poisonous matter from the body.

THERAPION No. 3 for
debility, nervousness, early, excessive, and all the
hot, unsatisfactory, and other diseases, restores strength
in restoring strength and vigor to the debilitated
men and women. It is sold by the principal Chemists and
Medicine throughout the world. Price in England 5s. 6d.
In Hongkong, 10s. 6d. The three numbers are re-
served, and oblige. From: Trade Mark, which is a fac-
simile of word "THERAPION" as it appears on the British
Government Stamp (in white letters on a red ground)
affixed to every package by order of His Majesty's
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,

Hongkong, China and Macao. [B]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Intimations.

WANTED.

AN EXPERT TYPEWRITER. Good
Salary to a Quick Worker.
JOHNSON, STOKES AND MASTER.
Hongkong, 31st March, 1905. [430]

EMPLOYE de commerce, âgé de 29 ans,
de nationalité Suisse, ayant déjà occupé
d'importantes fonctions dans de grandes maisons,
connaissant à fond de comptabilité en partie
double, parlant couramment le Français, l'Al-
lemand, le Hollandais, l'Italien et l'Anglais,
désirerait une situation dans l'une des villes de
la côte de Chine.

Très bonnes références.—Appointements: de
5 à 6,000 dollars par an. Ecrire aux initiales
L. V. au journal "l'Opinion" de Saigon.

Saigon, le 2 Mars, 1905. [312]



THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel, which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (\$2), post free.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [63]

ESPECIAL OLD TOM GIN.

Marshall and
Elvy's



DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904. [53]

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND
STOUT"
is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND
STOUT"
is the very Finest Stout brewed by Messrs. A.
Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND
STOUT"
is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND
STOUT"
Consumers wishing to drink perfectly pure
Stout

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

[32]

Gregor

THERE ARE
THREE POINTS

WE HED TO DRAW YOUR ATTENTION TO—

POINT 1:

NO LOCAL BOTTLING.

POINT 2:

EXCEPTIONAL QUALITIES.

POINT 3:

CHEAPEST POSSIBLE PRICES.

Do not these three points strike you as
sometime worth considering when you pur-
chase Wines and Spirits?

You can secure them all by dealing with
us.

Absolutely the finest obtainable in Hong-
kong.

N.B.—All our Wines and Spirits are bottled
at home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

GREGOR & CO.,
WINE & SPIRIT MERCHANTS,
HONGKONG.

Hongkong, 1st December, 1904. [33]-2

NOTICE

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected M.S., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$20 per annum.
WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.00 per annum is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies: Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 12, 1905

THE BALTIC FLEET.

The Baltic Fleet has suffered so greatly
in prestige from the North Sea incident, the
dallying at Madagascar, and the apparent
disinclination of the Admiral to risk an en-
gagement in the Farther East, that many
have been induced to scoff and ridicule the
squadron. A Fleet, composed of nearly
fifty vessels, adequately armed and fully
provided with facilities for coaling at sea, is
not, however, a subject for sarcasm. It has
been argued that because the Japanese be-
long to an island kingdom they are necessari-
ly born sailors, whereas the Russians, ac-
customed to the lot of landmen, have no
love for the sea and no heart to fight in that
element. But in these days when vessels
are controlled by electric buttons, when
seamanship on a cruiser includes mechan-
ical ability, the difference between the sea-
man of to-day and his predecessor of
Nelson's time is very marked. It was all
right in the old days to demand seamanship
above all things, from men-of-war's men.
Many a fight depended upon the superior
skill of one combatant in manoeuvring for
position, just as yachts jockey for the start.
But a modern warship, as a contemporary
points out, is simply an immense machine,
and the qualifications necessary for the suc-
cessful commander are courage, tactical
skill and ability to detect the enemy's
strong and weak points. If the Baltic
Fleet gained a decisive victory over a
Japanese squadron, the end of the war
would quickly be brought about. It is
absolutely essential that the Japanese
maintain a clear passage for her transports
and commissariat requirements between
Japan and Manchuria. A demoralised fleet,
however, could not hope to do so, and it
would then be for Japan to accept the best
terms of peace offered by Russia. It must
be remembered that the Japanese navy, up-
to-date as it is, has suffered very consider-
ably in the fighting of the past year.
Material has deteriorated; the vessels have
been worked to straining point; and it is
probable that they are badly in need of re-
pair. Every Britisher knows how the vessels
of the British Navy are constantly being
docked in order to have minor defects re-
mediated. But Japan has not had the advan-
tage of a breathing space for the overhauling
of her vessels. On the other hand, the
Russian vessels are the latest of their type;
they represent the greatest effort Russia has
ever made to obtain victory at sea and to
justify her claim to be a naval Power. The
Japanese alone among the peoples of the
world have refrained from ridiculing the
Baltic Fleet. They recognise the strength
of the Fleet—for a squadron of fifty vessels
cannot be despised—and have made pre-
parations for the great event which should
mean the extinction of Russia by sea or the
discomfiture of Japan on land. In what-
ever way the result appears, it should lead
to the end of the war, which, in the opinion
of most thinkers, is the most desirable end
that could be attained.

HARBOUR REGULATIONS.

Cases are continually being heard in the
Marine Court of Hongkong in which
Chinese seamen are charged with contraven-
ing the "rule of the road." It would
seem, as a matter of fact, that what with
recalcitrant foreign seamen, who want to en-
joy the beauties of Hongkong for a some-
what longer period than their masters relish,
and careless Chinese coxswains, who will
not abide by the harbour regulations, the
time of Captain the Hon. L. A. W. Barnes-
Lawrence, R.N., is fully occupied. With
regard to the "rule of the road," however,
the average layman would think that Chinese
sailors were determined to get into trouble.
In other ports where there are regulations,
it is seldom that prosecutions occur in which
native masters are charged with infringing
the harbour rules. If they do they fail to
get that publicity which is accorded them
in Hongkong. But there is a shrewd
suspicion abroad that they do not, so that
it is to the energy and efficiency of the

water police force that a firm hand is
kept on the numerous small craft which
ply in the harbour. It has been said,
with much apparent truth, that Hongkong
possesses the best fleet of steam launches
in the East. That being so, it behoves the
authorities to prevent any contravention of
the regulations, otherwise it would be
impossible to conduct the affairs of the
port with despatch and safety. Fortunately,
in the water police, Hongkong seems to
have an especially active body of men,
the best evidence of that being the cases
which regularly appear at the Marine Court.
As a rule the defendants are not severely
punished, their infractions of the law being
of minor importance, but it is well that
they should be reminded of the conditions
on which they were awarded certificates.
More accidents have occurred through un-
skilful steersmen than from any other cause;
and, if the slightest latitude were permitted,
the harbour would speedily become a danger
to the community, and a trip in a launch to
Yau-mati would be fraught with as much
excitement as Jules Verne's trip to the moon.
It is satisfactory, however, to know that there
is no chance of such a condition of things
prevailing under the present régime, and that
the harbour of Hongkong is likely to remain
as safe for travellers as Queen's Road on a
sunny day.

LOCAL AND GENERAL.

THE town of Pisagua, in Chile, has been
abandoned, owing to bubonic plague killing
hundreds of the inhabitants. A terrible panic
prevails.

A SEA going junk arrived at Saigon on 6th
inst., from Haïtien, and reported that while at
sea she met two Japanese warships to whom
she sold a quantity of provisions.

THE General Officer Commanding will make
his annual inspection of the Hongkong Volun-
teer Corps, on the Polo Ground, Causeway
Bay, on Saturday next at 3.30 p.m.

LEAVE of absence on private affairs to England,
pending retirement, has been granted to Col-
onel W. E. Webb, R. A. M. C., Principal
Medical Officer, South China, from 13th inst.
to 19th July, 1905.

Two Chinamen were this morning fined, by
Mr. F. A. Hazeland, \$15 each, for being in the
servants' quarters at the Peak Hotel, without
the knowledge and consent of the manager or
proprietor.

THIS morning we received the official account
of the cruiser race round the Island which took
place between boats of the Royal Hongkong
Yacht Club on Saturday last, but as the same
has already appeared in print we refrain from
reproducing it.

MR. J. H. Kemp, Assistant-Registrar, Supreme
Court, and lately acting as second Magistrate
at the Police Court, left to-day for England,
by the German Mail s.s. *Prinz Heinrich*. Mr.
Kemp, it is understood, will enter at Lincoln's
Inn, and study for the Bar.

THE Colonial Secretary has received a com-
munication from the Government of Bengal,
dated 23rd March, stating that, in continua-
tion of the letter from that Government, dated
the 13th January, the regulations for the pre-
vention of the introduction of plague by sea,
which were imposed in the ports of Orissa and
Chittagong against vessels arriving from
Hongkong, have been withdrawn.

THE April issue of the Victoria Recreation Club
Magazine is one of the best numbers yet published.
In addition to an interesting interview with Lord
Hawke, the editors have secured an article on
wildfowling near Swatow, by Mr. T. C. Gray,
who, as an outdoor man is described as having
a finger in every sporting pie in Hongkong.
The club corner is unusually bright, while
the other items relating to local sport are
equally as interesting.

A COUPLE of Chinese firemen working at
the cement works, and a petty shop-keeper,
were charged before Mr. F. A. Hazeland
this morning with the theft of a pair
of fowls, the property of an old woman living
in a neighbouring house, and who made her
living by selling eggs and chickens. The
complainant said that missing two of her fowls,
she went into the defendants' house to
ask if they had seen anything of the lost birds,
and found the men just sitting down to a meal,
with a pair of roasted fowls on the table before
them. Seeing witness enter they dropped the
capon fine under the table, and witness went
and reported the matter to the police and
had the men arrested. The first defendant
said they had just returned from work, when
the chickens wandered into their house, so he
killed them and they all prepared them for a
feed. The second and third corroborated the
latter saying he did not know he was doing
anything wrong. "Well, you do know it now,"
said His Worship. "Seven days' hard
labour each."

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observa-
tory:

On the 12th at 12.5 p. The barometer has
risen and is again high over N. China.
Gradients are increasing on the China coast,
and fresh N.E. winds will probably set in over
the Formosa Channel and the N. part of the
China Sea, during the next 24 hours.
Forecast:—N.E. winds, freshening; overcast
and foggy, some rain.

THE VOYAGE OF THE
BALTICERS.

INTERESTING DETAILS.

The progress and exploits of the now famous
Baltic Fleet in the various stages of its long
voyage to Far Eastern waters may not be un-
interesting at the present time. Just on six months
ago, or to be precise, on the 16th October, 1904,
the fleet sailed from Liban, and shortly after-
wards twelve warships were sighted off the
island of Bornholm. The following morning 24
vessels anchored south of Langeland and coaled
from colliers, exchanging salutes with the British
cruiser *Edimburgh*. On the morning of the
18th, six of the ships weighed anchor and steer-
ed northward from Fakkeberg (Denmark). The
day after a Copenhagen telegram announced that
the Russian fleet had passed the Great Belt
and on the 20th, they were announced from the
same capital to have assembled off the Skaw,
to have finished coaling, and some vessels to
have steamed into the North Sea. It was
subsequently reported from Frederikshavn
that all the ships weighed anchor during
that night and entered the North Sea,
the pilots being landed at Skagen.
On arrival at Geste on October 26 the Swedish
steamer *Aldebaran* reported having been chased
by and fired on by a Russian cruiser on the
evening of October 21, and on arrival at Geeste-
münde on October 27, the German trawler
Sonnlag reported having been fired at for over
two hours by the Russians off the Horns Reef
fishing grounds on the west coast of Jutland.
The schooner *Guyane*, on arrival at Aalborg on
October 26, reported that she passed the
Russian fleet, sixty miles from Horns Reef
at 6 p.m. on October 21, and that at 9 p.m.
she saw a steamer with signals of distress
flying, which sank, before being reached.
Then, of course, we know too well that on the
22nd October the fleet made an attack on the
Hull trawling fleet, south of the Dogger Bank,
and 2.0 miles from Spurn Point. The follow-
ing day eleven Russian battleships and cruisers
passed Dover, going west and were subsequent-
ly reported from St. Catherine's Point, steam-
ing south. It was on that date that a merchant
vessel was stated to have been boarded by
Russian torpedo-craft off the Isle of Wight,
and the next we hear of the fleet was when
seven torpedo-boats and two transports arrived
at Cherbourg at 10 p.m. on the 23rd inst.
The Norwegian steamer *Skjalot*, on arrival in Lon-
don on October 24, reported having been fired
on in the Channel by a Russian steamer on
October 23. The next day seven destroyers
and two transports left Brest, and the transport
Rossia departed from Kiel after repairing her
engines. On the 25th the transport *Kniaz
Gortschakov* arrived in Brest Roads; and four
torpedo-boats and a transport were signalled
off Ushant. A report received from Copenhagen
was to the effect that the Russian fleet fired on
a Danish torpedo-boat when in Danish waters.
The fleet began to arrive at Vigo on the 26th
October, and on the 27th the cruiser *Svetlana*
was noted as putting in an appearance at
Villagarcia. Two days after a portion of the
fleet entered the Bay of Tangier, and a day
later 22 vessels, including colliers and torpedo-
boat destroyers, anchored in the Bay, and
began coaling. On the last day of the month
the following Russian torpedo-boat destroyers
arrived at Algiers and coaled: *Bludskikh*,
Radri, *Desuprechni*, *Biedovi*, *Buini*, *Buistri*,
and *Bravi*.

On the 4th November the Foreign Office, in
reply to a question by a shipowner, declared
that it is not permissible for shipowners to
charter their vessels for the purpose of follow-
ing the Russian fleet with coal supplies. The
same day the Volunteer cruiser *Yaroslav* passed
the Bosphorus with coals and water, to join
the fleet which left Tangier, and steamed in
the direction of the Atlantic. Before sailing
the Admiral received a telegram from the Tsar
stating, "My heart is with you and your dear
squadron. The eyes of Russia are upon you. With
this assurance the fleet steamed ahead, and on
the 17th November it became known that a
supplementary fleet consisting of five cruisers,
together with eight torpedo-boats had left Liban
and passed Bornholm. The *Rion* and the other
ships of the squadron anchored in Skaw Bay on
the 18th November awaiting repairs to one of the
destroyer's propellers, and news also came through
of the disgraceful conduct of the crews of the
ships while at Canca. On the 25th
two battleships, three cruisers and nine trans-
ports anchored for the night in the Bitter
Lakes, Suez Canal, while seven destroyers
remained at Suez, whence they departed a few
days later for Tangier and arrived there on the
2nd December. A day later the whole of
Admiral Fokersham's squadron had passed
Perim, making for Aden. The ships were ob-
served to coal from colliers at Mushah Islands,
between Obok and Jibuti. On the 6th Decem-
ber the cruisers *Oleg* and *Ivanov*, the vanguard
of Admiral Botrovsky's supplementary fleet,
left Tangier on the way to Suez. The *Rion*,
formerly the *Svetlana*, and two destroyers
remained at Algiers. It was then wired out
from home that the Tsar had decreed that a
third squadron, not the Black Sea squadron,
should be despatched to the Far East, and it was
later announced that the date of its departure
was fixed for January. On the 10th December
the news came through that Admiral Rozhdest-
vensky, with twenty-one ships of the Baltic
fleet, had arrived at Mossamedes, a sea-port
of Angola; Portuguese West Africa, and there
learned of the destruction of the Port Arthur
Russian fleet. On the 11th they arrived at Angra-
Pequena. Meanwhile Admiral Fokersham's
squadron remained at Jibuti awaiting the arrival of
Admiral Botrovsky's supplementary fleet. On the
19th the Baltic Fleet passed Cape Town bound
eastwards, and news was also circulated that
a third squadron was fitting out very hastily at
Liban. The first day of the New Year found
Rozhdestvensky's squadron "at the" Sainte
Marie, off Madagascar, while two days later
Fokersham's ships went into Passandara Bay,
in the island. January 8th witnessed the de-

parture of the supplementary division from Suda
Bay and on the 10th Admiral Botrovsky was at
Port Said with his squadron. Three days after
the Balticers put into Diego Suarez, while
Botrovsky's fleet left Suez, and arrived at
Jibuti on the 18th. It was not until a month
later that the Russian third squadron left
Liban for the Far East. The next day it became
known that seventy ships of the Baltic squad-
ron, including colliers, were at Nossi Bé,
Madagascar lavishly buying stores, and a week
later intelligence was received that the third
squadron had passed Dover. In the first week
of last month we published the news that nine
German colliers and two steamers laden with
stores, had left Port Said for the Baltic sea,
and on the 9th inst. stated that the entire
Russian fleet had left Madagascar for Jibuti,
it subsequently being explained at St. Peters-
burg that it had gone there for the purpose
of meeting the third squadron. On the 16th
March, Reuter's Antanarivo correspondent wired
that Admiral Rozhdestvensky's squadron left
Nossi Bé, Madagascar, on Thursday, and that
its destination is unknown. Six days later
the third squadron, under Admiral Niboga-
loff left Suda Bay for Port Said, and after-
wards continued their voyage down the Red Sea.
For the time being the whereabouts of the
squadrons was not revealed, and it was not
until the 30th ult. that news was re-
ceived to the effect that the steamer *Dart*
sighted, on 19th ult. thirty warships with
fifteen colliers steaming eastward, 250 miles
north-east of Madagascar, while at the begin-
ning of the month we were told that the
third squadron had passed Perim making for
Jibuti where it arrived on 5th inst. Meanwhile
the Balticers proceeded Eastward, and at
the close of last week it was learned that some
of them had passed off Singapore and entered
the South China Sea. The most interesting
part of the voyage since the incident in the
North Sea is about the commence and will be
followed with keenness the world wide over.

FOUND IN A PANTRY.

£4,200 FOR THE ANJESKY EWER.

Whether the Agra diamond, after all, actually
formed part of the *spolia opima* of the victo-
rious Sultan Baber may be doubtful, but it is
certain that the tiny ewer for which Messrs
Duveen did not fear to give 4,000 guineas, was
found among the common glass in the pantry
at Beaudesert. Surprise need not be felt.
Butlers are satraps, not experts. Only a short
time ago a connoisseur was being shown over
a house stored with art treasures. He turned
aside from the obvious glories to admire a
little piece of Italian craft. "I have often
observed before," interrupted the magnificent
cicerone, "as how that thing is admired by
persons of a certain class? The despised of
Beau-desert was the desired of Europe." The
town flocked in to witness the vindication
at auction of the tiny ewer of rock crystal and
silver gilt—only £4 in. high—among the many
distinguished people who found time to attend
Christie's being the Marquis of Lansdowne,
Viscount Crichton, Lord and Lady Savile, La-
dy Hindlip, and the Marchioness of Tweedda-
le.

Although of English workmanship—the
fond labour of some skilled sixteenth century
craftsman—the little masterpiece was evidently
inspired by that prince of design, Benvenuto
Cellini. The bold grace of the handle,
chased as a terminal Satyr, and the noble curve
of the dragon which forms the spout, at once
suggest the Italian's influence. The experts
recognised the rarity of the prize now offered.
In the famous silver exhibition held at Buck-
ingham Palace in 1902, ewers were few indeed,
and one wonders what the value must be of
that superb example, partly of agate, which
was lent by the Duke of Rutland. The bid-
ding was unique in one respect. From the
modest opening of 500g. by Mr.
Joseph Duveen, to the same gentleman's
victorious challenge of 4,000g., the bidding
progressed exactly according to the rules of
Messrs. Christie. This rhythmic progression
was due to the fact that not once did a com-
petitor break silence after the first bid. Three
men nodded. The auctioneer spoke. Herr
Saldman, who had journeyed from Dresden
was the first to grow tired. Mr. Partridge
went on, but the last nod of Mr. Joseph
Duveen at 4,000g. was too much for him.

Another auction record went by the board.
Previously the highest auction price for a piece
of silver was £4,100, given in 1902 in the Dunn
Gardner sale by Messrs. Crichton for the
famous Tudor cup. In the same sale the
James I. standing cup and cover, 1602, made
£4,000. The Bampton salt-cellar, later in the
year, reached £3,000, and last year the Bacon
cup fetched £2,500 in the Marquis Townshend's
sale. Even that magnificent ewer, formed of
Henri Deux ware, which was one of the
treasures of the Magniac sale in 1892, did not
bring a greater sum than the ewer—3,800g.,
being the sum paid. Following upon the sale
of this silver ewer another portion of the
Anglesey properties appeared: A pair of
miniatures of Charles I. and Henrietta Maria
by J. Hoskins, which eventually realised
740g. (Gale). A group of rare military de-
corations granted to Count Charles Allen,
G.C.B., for services in the Napoleonic wars,
brought £880 (Colnaghi & Co.) and, sold as
the property of a gentleman, a sword of the
hand and a half type, Italian, late fifteenth
century, from the famous Londesbrough
collection, realised £400 (Mr. Williams).
Previously in the day some porcelain belong-
ing to Mr. J. G. Menzies was sold, a pair of
poured blue bottles, 10½ in. high, bringing
370g. (Sanderson).

THE *Makul Raja Kumar*, *Swarib*, *Bali*, *Ran*
Ruk, and *Muralla* of the Siam Navy have
been manoeuvring and returned to Bangkok in
the Gulf of Siam under the direction of Rear-
Admiral H. R. H. Prince Krom Mun Chum
poru.

TELEGRAM.

"HONGKONG TELEGRAPH"
SERVICE.

RAILWAYS IN CHINA.

GERMANY PRESSING FOR AN-
OTHER CONCESSION.

THE TIENTSIN-CHINKIANG LINE.

[From Our Own Correspondent.]

Shanghai, April 12th,
4.10 p.m.

The German Minister has held
long interviews at Peking with Prince
Ching and His Excellency Wu Ting
Fang, in connection with the pro-
posed German section of the railway
from Tientsin to Chinkiang.

Baron Munin von Schwanzenstein
declares that his compatriots are
willing to commence operations im-
mediately. The Russian Minister is
supporting the action of his German
colleague.

The Chinese Board decline to sign
the agreement pressed for by Ger-
many unless the parties concerned
can establish sufficient proof that a
commencement with the laying down
of the line will be made forthwith.

The Chinese Ministers point out
that many foreign syndicates have
obtained concessions from the Chi-
nese Government for the building of
railways which they have so far
made no real attempt to commence.

The German Minister complains
that Sir Ernest Satow is supporting
the Chinese Government; but Great
Britain's representative asserts that
the British alone have the right to
build the railroad.

[It is not quite clear from the telegram as
transmitted whether the Russian Minister is
supporting the German representative in the
matter, or that the former is giving his coun-
tenance to the Board.—Ed. H.K.T.]

THE LATE MR. H. L. NORONHA.

The remains of the late Mr. H. L. Noronha,
who died at his residence yesterday, were
laid to rest in the Roman Catholic Ceme-
tery at Happy Valley this morning. The
Rev. Father Spada read the funeral service
at the Cemetery Chapel, where a large
number of friends and representative mem-
bers of the Portuguese community attended
to pay their last respects to the memory of
the deceased. There were many and beautiful
floral tributes to the esteem in which de-
ceased was generally held. Among the nume-
rous wreaths and crosses were noticed those from
the directors of the Club Lusitano, Messrs.
Guedes & Co., the Hongkong Printing Press,
the Eastern Printing Office, L. Noronha, and
from the General and Chinese Staffs of Messrs.
Noronha and Co. Others included those from
Mr. Shi Ping Kwong, Mr. Shi Chan Kwong,
Mr. Lo Cheng Shing, Mr. and Mrs. W. Logan,
Mr. and Mrs. K. J. Figueiredo, Mr. and Mrs.
T. T. d'Almeida e Castro, Mr. and Mrs. F. Z.
E. da Silva, Mr. and Mrs. A. A. da Rosa,
Mr. C. A. da Rosa, Mr. J. L. de Salvia Alves,
Mr. A. J. Gomes, Mr. and Mrs. M. Guimarães,
Mr. and Mrs. H. J. M. Carvalho, Mr. F. Shroff,
Mr. Augusto J. Gomes and Mr. L. Xavier.

BANGKOK PADDY.

The prices that it is possible for the mills to
pay in Bangkok have not yet brought out any
very large quantity of paddy. People in Siam
seem to find it easy to keep their produce back,
the fact being that money is too cheap. In a
commercial sense it is a drug on the market.
Were it not for this fact of money without an
outlet we should not witness a 16 per cent.
premium being paid for a hundred tical now
dividend yielding stock. The very banks
while giving 2 per cent. on deposit ac-
counts are losing money by the transaction.
Money is undoubtedly too cheap, or this
state of things could not exist. There are
many evidences of the abundance of
ticals, and at the present time when a big
export might be expected and a rising ex-
change, the tendency is for exchange to fall.
In exchange with Singapore the value of 100
ticals has gone down to 57½. Locally money
is easily forthcoming for any safe—or even
doubtful—investment, and a number of in-
stances have been seen of prices being paid that
must make the return comparatively small. In
more than one quarter it is being urged that
the Government ought to do what it can to
raise the value of the tical by calling in all the
supplies of the coin at its disposal. The step
would certainly be justified, for it would be cal-
culated to have an excellent effect. Only by
some such means can the value of the tical be
appreciated and exchange steadied.—*Bangkok
Times*.

SHIPPING AND MAILS.

MAILS DUE.

French (*Tonkin*) 17th inst.
Indian (*Namang*) 17th inst.
American (*Montevideo*) 19th inst.

The C. P. R. Co's s.s. *Athenian* arrived at
Vancouver at 3 p.m. on 10th inst.

The E. & A. Co's s.s. *Empire* from Sydney,
S.C., left Manila at noon to-day, and is due here
on Friday at noon.

The M. M. Co's s.s. *Dumbas* with the out-
ward French Mail left Singapore yesterday,
11th inst. at 1 p.m.

The C. P. R. Co's s.s. *Empire* of Japan
left Vancouver p.m. on 10th inst. for Hong-
kong via the usual Ports of Call.

TELEGRAMS.

[Reuter's.]

The Chinese in the Transvaal.

Five hundred Chinese labourers broke out of the Jompers Deep Mine yesterday, and were making for Johannesburg when they were driven back by the mounted police, who were stoned, for three hours. The casualties are not serious. The Kaffirs assisted the police. Twenty-eight Chinese were arrested.

The Budget.

The Budget for 1904-1905 shows a surplus of £1,112,000 and it is estimated that there will be a surplus for 1905-1906 of £2,973,000. The duty on tea will be reduced 2d. after the 1st July. The duty on sugar, and the income tax will be unchanged. A considerable portion of the surplus will be devoted to redeeming the National Debt.

VLADIVOSTOCK.

There are two places to which have been given the name "The Golden Horn." To one of these, with the development of Spring, the mind of man naturally turns. Not to that at Constantinople, which has had its need of history, but to that other Golden Horn out across the Pamirs, even beyond them, beyond Mongolia wastes and across the forest heights of rich Manchuria. Out at the limit of the Primorsk, snugly sitting on Amur bay, lies Vladivostok and its magnificent Golden Horn. The mind of man may turn this way and in fancy he may see fleets manœuvring, armies marching and counter marching, hear the mighty cannons roar, but all the imagination cannot conjure a picture that will in part display the magnificence and impressiveness of the view to be obtained from looking down on Vladivostok; its harbour with all its shipping and then out over that magnificent Golden Horn to the lovely sea beyond in summer, and to the ocean of ice in winter. Ice, broken and tossed, piled many feet high, stretches mile upon mile into that outer beyond during the winter months producing one of the finest sights a man can look upon when gazing over Vladivostok's Golden Horn. At the present time, man's mind is not occupied so much with the Golden Horn and its beauties, as with that military and naval base, a naval and railway terminus, the new historic town of Vladivostok. What is generally known of this picturesque and interesting place is very little; though there is much to know, and more to interest, in the history and conditions of the Russian advance post in the Far East and the immediate object of Japan's military and naval ambitions. In the year 1860 the treaty of Peking definitely ceded to Russia the whole of the Primorsk; that is, all that country lying east of the Northern and southern Ussuri rivers. The following year saw the Russian naval base of Vladivostok founded, where formerly existed a little Manchurian fishing village. As was only natural to be expected from the conditions, it was a long time before the place could be developed as it is to-day. In the year 1875 it was a naval station and as such was naturally defended with fortifications requiring a garrison. An estimate of its size then and now may be made by a comparison of populations. In 1875 this stood at 33,500 including the military, naval, and official element. Prior to the outbreak of the war, the population had increased to 4,000 independent of the military, naval and official classes. Situated on one of the finest harbours in the world and being the terminus of the great trans-continental railway and telegraph, as well as the terminus of the Ussuri railway, Vladivostok proves of great attraction to the casual visitor. That remarkable looking red brick tower on top of the hill which overhangs the town is one of the greatest necessities of Vladivostok. It is the fire signal station which overlooks the whole town and its use may be appreciated when it is known that the greater part of the city is constructed of that highly inflammable material, wood, which unless carefully watched might lead to a devastating conflagration. It must not be thought that Vladivostok is altogether made of wood, although an excessively large percentage of its houses are, and it has wood paved streets. There are some very handsome, dark grey brick buildings in the main street which runs from east to west from the bay in the west, near the magnificent market square and past the handsome government buildings, towards the east. The business portion of the town is in the west and here is the greatest accumulation of wood structures. One of the most remarkable houses is that of the Port Commandant, which overlooks, from the hill, the Admiralty gardens. Near by, may be seen the residence of the Governor-General of the Primorsk and the staff offices of the Commandant General. Further to the east are situated the naval and military club with a fine library building, then the Admiralty buildings—a fine brick pile overlooking the dock—and beyond one sees the extensive premises of the naval barracks and of the naval and military hospital. Other conspicuous buildings look exceedingly handsome amidst all the timber erections, are the Cathedral of the Holy Virgin and the Post Office. The present Car, in the year 1891, was a visitor to Vladivostok and on this occasion he cut the rod of the southern Ussuri railway which was opened to traffic for 382 versts on Feb. 13, 1895. As this railway is one of great importance to the defence of Vladivostok, we may feel sure that the Japanese will make great effort to cut it. On it are two important bridges, the first 170 miles from Vladivostok over the Lefa river, and the second, a three span structure, over the Ussuri, 300 miles from Vladivostok. To defend this stronghold, great defence works have been, and are being developed. It is believed that the fortress contains a garrison of 80,000 men.—*Shanghai Times.*

MACAO EXCURSIONS.

THE PLEASURE RESORT OF HONGKONG.

Of all the "resorts" in the vicinity of Hongkong favoured by the daily drudge, the pleasure-seeker, and the excursionist, there is none that can be compared with Macao. The Portuguese possession, which is within three hours' run of Hongkong, with its free and easy ways, its delightful climate, and charming scenery, has long had an attraction for the people of Hongkong. The average man who decides to take a trip there finds the time well-spent; in fact he might fancy himself at another Ostend. If he is a shy and diffident youth, a trip to Macao will permit him to blossom out as a fully-fledged man of the world, and a couple of trips will establish him in the eyes of all as a *roué* of the first water.

The Macao season begins actually next month, although the popularity of week-end excursions would almost lead one to believe that it had already commenced. By and by the exodus of Hongkong families to Macao will be in full swing, and fortunate it is that they have a resort at hand so genial and inexpensive. For those who cannot afford a trip to Japan or Europe, Macao could not be excelled, and that fact is too well known and recognised in Hongkong to need emphasizing. The business man can send his wife and children to enjoy the balmy air of the Portuguese colony, and himself run across for the week-end.

There are many beauty spots around Macao, where the visitor may idly pass the time, watching the life on the beach or gazing at the scenery of the hills. During the summer evenings, the beach, which is commonly known as the Area Preta, is crowded with ladies and children bathing in the calm waters which surround the Colony. All the *élite* of Macao is there, and visitors from Hongkong miss one of the sights of the settlement if they fail to see Macao as a sea-side resort. Special matsheds—public and private—are erected for the use of the bathers. The rent of \$1 for the season of three months is temptingly low. Montanha Russa, overlooking the beach, is another favoured spot, while the little eminence at the crescent of the bay in Casilha is a charming situation where many congregate in the summer afternoons.

We might offer a suggestion that Bella Vista, with its memorable tombstones, dating from the seventeenth century, bearing their Dutch and English inscriptions, might well be laid out in the same artistic manner as the Government have done on the hill opposite.

There is now a little kiosk, where refreshments are sold, and it is likely to be well patronised during the coming season. Mr. William Farmer, the popular manager of the Macao Hotel, will be found as courteous as ever in catering for the requirements of Hongkong visitors. Supplementing the excellent service now obtained by the *Heungshan*, *Wingchik*, and *Yingking*, it will be seen by our advertisement column that a new arrangement is to come into force on the 16th inst., by which it will be possible for an excursionist to leave Hongkong on Sunday morning and return the same night, by the *s.s. Honam*. The fares for the Sunday trip have been reduced 50 per cent on the week-day tariff by the *Heungshan*. The enterprise of the Hongkong, Canton and Macao Steamboat Company is likely to be rewarded by a large influx of passengers for Macao, and the Portuguese possession should also benefit by the new arrangement. From all these signs then, it may safely be asserted that Macao as a health and pleasure resort will prove more popular than ever this season.

SHIPPING TITAN.

THE APCAR LINE.

A new departure in the sailing arrangements of the Aparcar line of steamers has just been made whereby one of the Company's vessels will in future trade between China, Japan and Hongkong. For a considerable number of years the Aparcar steamers have confined their itinerary to Calcutta, Singapore and Hongkong, but it is now announced that the *Aparcar* will load for Shanghai and Moji. It appears that the *Aparcar* will be under charter on its voyage, and the agents state that the arrangements for future trips have not yet been completed. The vessel has been taken off the regular line and is now free to trade on the China coast.

ACCIDENT ON THE "VICTORIA."

When the Swedish steamship *Victoria* (Captain Hellberg), now trading under charter of the Osaka Shosen Kaisha, was steaming through the In and Sea on her last trip to Japan, states the *Japan Chronicle*, an accident occurred which might have proved very serious. Without any warning the boiler went in connection with culinary purposes burst, and so great was the force of the explosion that a quantity of rice which was being boiled was shot into the rigging to a height of some 35 feet. Portions of iron were thrown by the force of the explosion on to different parts of the vessel, damaging a part of the rigging. It is usual during the cold weather for many of the crew to sit round this boiler, warming themselves by it, but by a stroke of good fortune there was nobody near it when the explosion occurred. The man whose duty it is to attend to the boiler had left it but a minute previously. It is certain that anybody who had been within a foot of the boiler at the time of the explosion would have been killed. The precise cause of the accident is not known, but it is believed that the man in charge must have been guilty of some neglect. The vessel is now in port, and the Kawasaki Dockyard Company is fitting a new boiler to replace that destroyed.

The *Detarles* arrived at Saigon on the 6th inst., having on board of her all the artillery and ammunition taken from the *Sully*. As soon as she has discharged these stores she will again leave for the Bay of Along.

LOOKING FOR THE BALTIC FLEET.

The British steamer *Foo Shing* arrived at Hongkong this morning from Samarang, with a cargo of sugar. Shortly after the vessel entered, a representative of the *Hongkong Telegraph* went aboard, hoping that some tidings of that Baltic Fleet, which has been causing such a commotion in Hongkong lately, would be forthcoming.

The officer who met the journalist read the question in his eyes. "It's no use," he said, "we didn't see them."

"And why not?"

"To begin with we had no idea the fleet was in these waters. We never heard any thing about the Singapore visit in Samarang. It was only when we came in here this morning that we knew of the presence of the Baltic Fleet here. Then, again, if the Fleet went to Saigon we were out of their track."

The officer produced a map, or chart, to show how the *Foo Shing* came up, and traced the probable movements of the Baltic Fleet, if Saigon was the destination. On a rough estimate the *Foo Shing* and the Baltic Fleet should have been hundreds of miles apart.

"Don't you think if we knew they were about that we'd have had a squint at them?"

"So it will be necessary to wait a little longer before the position of the Baltic Fleet is known. It should be added, *en passant*, that the *Foo Shing* saw nothing of the Japanese cruisers either."

RENT COLLECTORS NOT AGENTS.

At the Supreme Court this morning before the Puisne Judge (Mr. T. Sercombe Smith), Yeong Sui Ngam, of 26 Connaught Road, sued Hop Nam Loong, of 33 Newmarket Street, for \$85, being one month's rent of the first floor of 26 Connaught Road, West in lieu of notice and \$10 for damages done to the walls and loss of the door key. Mr. E. A. Bonner (of Messrs. Denny and Bowley) appeared for the plaintiff, and Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) represented defendants. After the case had been argued his Honour, in delivering judgment, said it was not proved, and it was for the defendant to prove in the strictest possible manner that notice of his intention to quit the premises was validly given to the plaintiff. As a general rule the rent collector was not an agent on behalf of his landlord to receive a notice to deliver up possession of premises at any time. It might be a custom among the Chinese for the rent collector to receive such notices, but that could not be accepted by the Court. It seemed to him if a notice had been delivered to the collector in the present case it was not valid and would not affect the plaintiff. So he came to the conclusion that no valid notice of any kind had been given by the defendant to the plaintiff, and thus relieved him (His Honour) from considering the question as to whether the defendant was still in possession at a given date. He thought the damages were excessive and having reduced this by fifty per cent, he gave judgment for plaintiff for \$85 and costs.

THE CZAR.

THE MOST INTERESTING MAN OF THE DAY.

The world is vexed to-day by a problem which it might well have deemed impossible, after the generations upon generations that have been spent in enlightening humanity, in stimulating its sympathies, and in developing its appreciation of simple sense. A colossal war has been in progress for months. Its fortunes have turned in such a way that its hopelessness to one party is as visible as the stars in a clear sky. Yet that combatant, persisting in the vain and therefore murderous struggle, refuses to recognise that it is beaten, and continues to send its men to the slaughter. There was a time when this would have been considered noble, when to die for a losing cause was held to represent a patriotism justified by some sort of wisdom, and it wasn't perceived that lives given are lives lost, and that the cause is by so much the worse off. The modern mind, having learned something, sees no sense in sending men to death in sheer obstinacy. Upon this sane conception the fabulous persistency of Russia jars so heavily that a general search for its causes is natural; and just as naturally it concentrates on St. Petersburg, where the Government is. The question that then arises is whether the Government means the Czar, the Czar plus the Grand Ducal ring, or the Czar plus the ring and the Ministers whom he appoints and dismisses so frequently and was reported to have told because they resented his censure, "You may go when you please." Hence, and because of the mystery that surrounds everything Russian, the Czar is by far the most interesting personality of the day. In his new book, "The Truth about the Czar," Mr. Carl Joubert answers the prevailing question by declaring that "public opinion means Nicholas Alexandrovich." The Czar, he says, "is wedded to his autocracy." The general tendency having hitherto been to regard Nicholas as a well-meaning puppet in the hands of conservative Minister and supremely selfish grand ducal aristocrats is a recent view of his character, but one which has developed so far that the author of the famous article on "The Czar," in the "Quarterly," of last July, enlarging on his subject, in the February "National Review," roundly declares that Russia will weather the Manchurian storm, and that "nothing is now at issue beyond the present trip and the rights and duties of the skipper."

The case against the Emperor Nicholas is presented by this last-mentioned critic with a direct desperation that irresistibly suggests personal bias, though the writer claims to be a patriotic Russian official. Yet in matters of fact there is evidently much to be

alleged against the Czar personally, the more so when it is remembered that six weeks ago he quarrelled with Grand Dukes and Ministers in turn over the terms of a proclamation, quite in the manner of a man exercising his own will regardless of advice. The theory is that the Czar is cause-blind, and therefore necessarily effect-blind. He didn't mean to lead the nation into war, but went on doing what naturally provoked it. Alexieff, it is said, warned him two years ago that war was coming, and that Russia might be taken unawares, but he insisted that it was impossible, and went on tightening his hold on Manchuria and intriguing in Korea until Togo's torpedo-boats appeared among the Port Arthur squadron. Once it was begun, he muddled the war, and when defeat stared him in the face he sent his people into it, as he is doing now, recklessly as far as they are concerned, and in the solid belief that by doing so he is preserving his divinely-given autocracy. Hence he is "the author of the present sanguinary war, the plotter of the military staff, and the main obstacle to the peace to which he has often publicly done lip-worship." Just as at home he has helped revolution by forbidding the local bodies to organise for the relief of the soldiers, lest they should learn that union is also useful for political purposes, and over-ruled his sagacious Ministers when they advised him to make political concessions. As to his character and personality generally, he is "a mild, nerve-shattered youth, incapable of clear, hard thinking," a somnambulist, moving secretly over dizzy cliffs for a while, and presents "the slender figure of the self-complacent autocrat, standing over against the elemental force of a seething mass of men," which "affects one like the sight of a stone-deaf man, sauntering cheerfully along a railway line while the express is rushing up behind him, and the onlooker can warn neither the pedestrian nor the engine-driver." Yet, although the Czar "is his own master, and is himself answerable for his men and measures, such being his imperial pleasures," he is pictured as surrounded and influenced by Grand Dukes, "unclean monsters who rob the people of their substance, and break the records of vice and crime." It is said to be only necessary to rake a money scandal well enough to find a Grand Duke at the bottom of it. A foreign attaché, who asked "Where are the soldiers' boots?" was answered, "In the pockets of Grand Duke X." Mr. Joubert tells the same sort of story, adding that the controller of a Russian railway line told him that "if the Tammany-hall chiefs wanted to learn how to rob with impunity they should come to Russia." Mr. Joubert also relates a story of the Grand Duke Sergius who was assassinated recently. The Grand Duke, he says, received last April ten of millions of roubles for stores for the troops in Manchuria. Huge supplies accordingly left Moscow for the front, but in the end "were all sold at greatly reduced prices to certain merchants in Germany." According to this, the "National Review" doesn't go so far when he affirms of the grand ducal ring that "probably no such greedy and unscrupulous hangers-on of royalty have ever been known to history," and that they constitute "a numerous caste of mere blood-sucking parasites."

If all this is true; if the Czar is a pale image of autocracy, justifying it in nothing but a stony determination to maintain the despotism which postulates that the subject has no brain, but only a body to dispose of as his divinely-ordained lord rules; and if this particular lord is only influenced, if at all, by a grand ducal gang of selfish sybarites, what then? Revolution and chances that can be gambled on, perhaps. The writer in the "National Review," however, while inferring that this dynasty must go down because it is "a monster with thousands of hands, all grasping and all throttling," suggests that autocracy should continue but that the autocrat must surround himself with good counsellors and take their advice. Diogenes suggested much the same thing. But it is a palpable contradiction in terms. The King is no longer autocrat when his people can force that upon him, for then government by the people has begun. It looks more likely that the war will help Russia toward representative government on some such method as prevails, in various forms, throughout Europe. It was not to be expected, indeed, that the Russians would go on enduring the rule of the despot, which generally means that of a greedy, oppressive clique, while the peoples on their European borders enjoyed more or less popular government. It might have been different if Nicholas the Second had been another Nicholas the First, or one of those original autocrats who enjoyed personal rule by virtue of their personal qualities. But that type has apparently passed away. The model modern monarch is the one whose despotism, as Mr. Gilbert wrote, is tempered by acquiescence in the emphatically-expressed wishes of his subjects, and not necessarily a man of strength in council or on the battlefield. A new view of government has become popular, according to which the people govern though a King reigns. And we shall doubtless see this insisted upon in Russia, in the form of an unceasing demand for those representative institutions which men fight and even die for, but which, having once been won, are often ignored, as they so unfortunately are, for instance by about half the people of Australia.—*Sydney Daily Telegraph.*

JAPAN'S ARMY MEDICAL SYSTEM.

A PROFOUND LESSON FOR THE WORLD. "WAR, FIRST OF ALL, ON BACTERIA."

The secret of Japan's success in her present struggle with Russia is her masterly preparation for war, the most impressive feature of which is her care that her soldiers shall be kept in good health. Such is the conclusions come to by Major Louis L. Seaman, M.D., of the United States Army, who writes on the subject in the New York "Outlook" of January 21.

Major Seaman just recently returned from the scene of conflict in Manchuria, whither he went to study that part of the business of war which most nearly concerned him as a medical officer. He found that Japan had already "taught other nations profound and convincing lessons in many fields," and especially that, by comparison, the medical department of the American Army was utterly unfitted, in numbers, organisation, and power, to cope with the emergencies certain to arise in any great conflict.

"The most wonderful part of her wonderful military development," writes Major Seaman, "I shall endeavour to describe in this article. Japan's student statesmen had learned that, as a rule, five men die of disease in war to one from injury by missiles. She decided that this enormous waste was needless, and she set herself to correct it. She established the largest, richest, the best equipped Red Cross hospital system in the world, a system now embracing more than 1,200,000 members, and with stations in every part of the Empire. She equipped this system with hospital ships perfect in every detail, and rented them out as liners until they should be needed in war, the rental paying for their maintenance, and also a handsome profit on the investment."

"Long before the war began, the storerooms of the society in Tokio were crowded with wagon-loads of surgical dressing material, coats, tents, bedding, ambulances, and uniforms for nurses. In addition to making these preparations, the society had been training nurses for military services, and in Tokio where its hospital has a capacity of 250 beds, there were 260 nurses to care for the patients."

"And that was only a small part of the advance she made over other nations in the medical side of her preparations. Her students had absorbed the most progressive methods of the great medical schools of the Occident. They said that if their army was to be kept well in the field, preventable disease must be controlled. They industriously studied the germ theory, and first of all, made war upon bacteria. They established institutes for the study of infectious diseases, and for the manufacture of serum and lymph of various kinds. It is now acknowledged by the whole world that to Japan belongs the credit of some of the most valuable contributions to medical science in the field of bacteriology. To her we are indebted for the discovery of the germs of tetanus (lockjaw), and the plague. Through the investigations of her students the best serum treatment of these diseases, and of diphtheria as well, has been secured. Her students are still busy at work in these fields, in the expectation of overcoming dysentery, typhoid, leprosy, tuberculosis, erysipelas, and similar diseases. The results they have already attained place them in the front rank with rival investigations in similar fields in Europe and America."

"Still further did these students go in their endeavour to eliminate unnecessary illness among the soldiers at the front. Japan soon realised that the crux of the situation lay in the character of the ration for the troops. She set about to master that problem, and she has gone a long way towards solving it. The ration is suited to climatic conditions, and consists largely of rice, compressed fish, soy, army biscuits, a few salted plums, tea—which necessitates the drinking of large quantities of boiled (sterilised) water—a few ounces of meat, when obtainable, and some juicy, succulent pickles."

"Striking proof of the value of this scientific study of the ration came long before the outbreak of the war. Dr. Tokaki, as medical director of the Imperial Navy, accomplished one of the greatest tasks that ever confronted the medical authorities of any army. To him the navy is indebted for the eradication of that most terribly fatal disease, beri beri, the former terror of Oriental armies. In the war with Korea 43 per cent of the Japanese troops had this disease, and the mortality was appalling. Now it is practically unknown in the navy. This eradication was brought about almost entirely through the scientific study of the navy ration and its reformation."

"Having largely mastered the ration problem," continues the writer, "the surgeons of the army, hundreds of whom had been trained in the institutes pertaining to the study of preventive medicine, as well as in hospitals where the most improved methods of antiseptics were in use, determined not to interfere with wounds on the battlefield unless immediate death threatened, except by the application of first-aid dressings. Probing of wounds, which invites the danger of infection, or operations on the field, do not take place except in cases of great emergency. . . . She (Japan) established her great base hospitals and developed her transport and commissary system to the highest degree of perfection. . . . She made the medical department of her army of equal importance with that of the strictly fighting branch, and ranked its officers accordingly. The prevailing idea, as soon as hostilities began, was to prevent disease. The Japanese are the first to recognise the true value of an army medical corps. Care of the sick and wounded consumes but a small part of their time. The solution of greater problem, preserving the health and fighting value of the army in the field, by preventing disease, by careful supervision of the smallest details of subsisting, clothing, and sheltering the units, is their first and most important duty."

Then Dr. Seaman proceeds to show the ubiquity of the Japanese army medical officer. "He is as much in the front as in the rear. He is with the first screen of scouts with his microscope and chemicals, testing and labelling well so that the army to follow shall drink no contaminated water. When the scouts reach a town, he immediately institutes a thorough examination of its sanitary conditions, and if contagion or infection is found, he quarantines and places a guard round the dangerous district. Notices are posted so that the approaching column is warned, and no soldiers are billeted where danger exists." All food is tested, the medical accompanying the foraging party, and if water requires boiling notices are posted to that effect. So perfect is the discipline that obedience to the orders is absolute. In camp, also, he instructs the men in the various details of proper sanitation and personal hygiene, and as a consequence of all

these precautions he is not now found, treating thousands of cases of intestinal diseases, and other contagion and fever that follow improper subsistence and neglected sanitation. "It is much too early to submit statistical proof," says the writer in another place, "but from careful observation I venture to predict that the records of the Japanese hospitals will show a large reduction in the percentage of mortality from casualties, especially in penetrating wounds of the skull, chest, and abdomen, and injuries to osseous structures—indeed, of every variety of wounds, except, perhaps, those of the spinal cord, when compared with the statistics of former wars. Up to August 1, 9,862 cases had been received at the reserve hospital at Hiroshima; of these 6,636 were wounded. Of the entire number, up to that time only 34 had died. To July 20, the hospital ship *Hakual Maru* alone, in her seven trips, brought 2,405 casualties from the front without losing a single case in transit. Up to July 1, 1,105 wounded—a large proportion of whom were stretcher cases—were received at the Tokai hospitals; none died, and all but one presented favourable prognoses."

Today's Advertisements.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

COMMENCING ON SUNDAY, the 16th April, and until further notice, the *S.S. "HONAM"*

will (weather permitting) make a special trip EVERY SUNDAY TO MACAO AND BACK. Hours of Departure: from Hongkong 9 A.M. Macao 7 P.M.

Return fares—First Class \$4.00. Second Class \$2.00. Children under 12 half-price.

Tickets may be obtained at the Office of the Company, or on board the Steamer. NO CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 12th April, 1905. [465]

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING OF the MEMBERS of the HONGKONG CLUB will be held in the Club House on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order, C. H. GRACE, Secretary.

Hongkong, 12th April, 1905. [466]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEMENTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship "DUMIEA,"

Captain ———, will be despatched for the above Ports, on or about MONDAY, the 17th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 12th April, 1905. [47]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. THE Steamship "RENALDER,"

Captain McIntosh, will be despatched as above on or about the 5th May, 1905.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th April, 1905. [464]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [48]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.
GLASGOW and LIVERPOOL	"MOYUNE"	1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"NENELAU"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & LPOOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KALISOW"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
*GENOA, MARSEILLES & LPOOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
*GENOA, MARSEILLES & LPOOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.
	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	14th April.
MANILA	"TEAN"	18th "
SHANGHAI	"TAIWAN"	18th "
ILOILO	"SUNGKIANG"	21st "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"TAIYUAN"	22nd "
CHEFOO and TIENTSIN	"KANSU"	25th "
KOBE	"TSINAN"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th April, 1905.



Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 15th April, at 10 A.M.
RUBI	2540	A. H. Notley	MANILA VIA AMOY	FRIDAY, 21st April, at 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 12th April, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	To sail
"ATHOLL"	4,370	Wagner	About 15th May, 1905.
"NORDPOL"	4,370	Brehmer	About 15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail
"NICOMEDIA"	4,370	Wagner	April 14th, 1905.
"NUMANTIA"	4,370	Brehmer	April 25th, "
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schuldt	May 30th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VUEUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,399 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey ...\$3

Meals ...\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
AMOY and MANILA	"YUENSANG"	FRIDAY, 14th April, Daylight.
SHANGHAI	"FOOSHIANG"	MONDAY, 17th April, 4 P.M.
"	"HANGSANG"	WEDNESDAY, 19th April, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 21st April, 4 P.M.
TIENTSIN	"WOSANG"	SATURDAY, 22nd April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	TUESDAY, 25th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 12th April, 1905.

FOR SHANGHAI AND MOJI.

THE Steamship

"ARRATOON APCAR,"

Captain E. Fey, will be despatched for the above
Ports, on FRIDAY, the 14th instant, at 11 A.M.,
instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED

Agents.

Hongkong, 12th April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED:

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above
Ports, on SATURDAY, the 6th proximo,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 11th April, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 1 P.M.,
THIS AFTERNOON.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 17th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 17th instant,
at 9.30 A.M.All Claims must reach us before the 22nd
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 10th April, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"LOWTHER CASTLE"	19th April, 1905.
"SAGAMI"	20th May, "
"HINDUSTAN"	6th June, "
"ENROLL"	following, "

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
MANILA.The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & Co., LIMITED,
Agents.

Hongkong, 10th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and stored at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Victoria."

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-DAY.Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No claims will be admitted after the goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 7th April, 1905.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.,
THIS MORNING.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 13th instant, at
9.30 A.M.All Claims must reach us before the 18th
instant or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 7th April, 1905.

CHINA COAST METEOROLOGICAL REGISTER.

April 11th, 1905, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostok 7 a.m. — — — —

Nemuro 7 a.m. 30.00 — — SW 6

Hakodate 7 a.m. 30.05 — — SW 6

Tokio 7 a.m. 30.22 — — NW 2

Kochi 7 a.m. 30.03 — — NE 6

Nagasaki 7 a.m. 30.07 — — NE 1

Kagoshima 7 a.m. 30.07 — — NE 4

Oshima 7 a.m. 30.00 — — — 0

Naha 7 a.m. 29.97 — — — 0

Ishigakijima 7 a.m. 29.97 — — N 2

Taihoku 5 a.m. — — — —

Taichu 7 a.m. — — — —

Tainan 7 a.m. — — — —

Koshun 7 a.m. — — — —

Pescadores 7 a.m. — — — —

Weihaiwei 9 a.m. — — — —

Gutzlaff 7 a.m. — — — —

Sharp Peak 7 a.m. — — — —

Amoy 6.30 a.m. 29.98 59 94 NE 1 or

Swatow 7 a.m. 29.95 62 89 NE 2

Canton 9 a.m. 29.95 68 95 SE 2

Hongkong 10 a.m. 29.96 66 97 E 3

Victoria Peak 7 a.m. — — — —

Gap Rock 7 a.m. 29.96 — — SE 3

Macao 7 a.m. 29.94 66 — — SE 1

Haiphong 7 a.m. — — — —

Manila 7 a.m. — — — —

Bacolod 9 a.m. — — — —

Shipping.

Arrivals.
 Manila, Br. s.s., 2,711, H. G. H. Lowell, 11th April.—Yokohama 28th Mar., Gen.—P. O. S. N. Co.
 Skramstad, Nor. s.s., 860, Hansen, 11th April.—Salmon 4th April, Rice.—Order.
 Siam, Dut. s.s., 3,326, Nesjen, 12th April.—Antwerp 10th Feb., and Singapore 4th April, Gen.—M. & Co.
 Singora, Ger. s.s., 1,754, P. Hermeling, 12th April.—Bangkok 3rd April, Rice.—M. & Co.
 Wongkok, Ger. s.s., 1,111, W. Reher, 11th April.—Bangkok 4th April, Rice.—B. & S.
 Carl Diederichsen, Ger. s.s., 774, H. Schlakier, 11th April.—Haliphong 8th April, Gen.—J. & Co.
 Foo Shing, Br. s.s., 1,423, T. Arthur, 12th April.—Samarang 3rd April, Sugar and Cotton.—J. M. & Co.

Clearances at the Harbour Office.

Triumph, for Swatow.
Johanna, for Swatow.
Pittsburgh, for Swatow.
Stirling, for Swatow.
Charles Hardaway, for Canton.
Yingking, for Canton.
Haining, for Shau-utsung.
Germania, for Haiphong.
Winghat, for Macao.
Wo Kwai, for West River.
Karoon, for Sasebo.
Lafayette, for Singapore.
Kuonchow, for Canton.
Tai On, for Canton.

Departures.

April 12.
Prins Heinrich, for Europe.
Hatching, for Coast Ports.
Skramstad, for Kobe.
Pittsburgh, for Swatow.
Lafayette, for Calcutta.
Johanna, for Swatow.

Passengers arrived.

Per *Manila*, from Shanghai for Hongkong—Mr. C. M. Adamson, and Lieut. H. Wilson, R.N. For Marseilles—Mr. and Mrs. A. R. Craddock, 2 children, infant and amah. For London—Messrs. J. W. Clark, H. G. George, W. Shane and J. Tallant.

Shipping Report.

Str. *Fooking* from Samarang—Moderate winds, and fine weather throughout.

Vessels in Port.

Steamers.

Arratoon Apar, Br. s.s., 2,931, E. Fey, 10th April.—Calcutta via Penang and Singapore 4th April, Gen.—D. S. & Co., Ltd.
 Bangkok, Ger. s.s., 1,217, F. Burche, 8th April.—Bangkok 31st Mar., Gen.—M. & Co.
 Bred, Nor. s.s., 645, I. Falkner, 9th April.—Salmon 3rd April, Rice and Flour.—Order.
 Cairo, Nor. s.s., 1,187, Bionney, 10th April.—Cardiff 10th Feb., Coal.—Order.
 Capri, Ital. s.s., 2,717, G. Belsin, 6th April.—Singapore 30th Mar., Gen.—C. & Co.
 Catherine Apar, Br. s.s., 1,730, A. Stewart, 10th April.—Calcutta 25th Mar., Penang 11th, and Singapore 4th April, Gen.—D. S. & Co., Ltd.
 Elizabeth Rickmers, Ger. s.s., 997, G. Giesche, 7th April.—Bangkok 31st Mar., Rice and Wood.—B. & S.
 Empress of India, Br. s.s., 3,032, O. P. Marshall, R.N.R., 11th April.—Vancouver (R.C.) 20th Mar., and Shanghai 8th April, Mails and Gen.—C. P. R. Co.
 Germania, Ger. s.s., 1,000, H. Flügel, 16th Mar.—Sydney via Marshall and Marianese Island 9th Feb., Copra.—S. & Co.
 Germania, Ger. s.s., 1,713, Petersen, 11th April.—Canton 10th April, Coal.—J. & Co.
 Karoon, Br. s.s., 1,343, S. P. Poon, 9th April.—Cardiff 15th Feb., Coals.—D. & Co., Ltd.
 Lennox, Br. s.s., 2,361, F. McNair, 4th April.—Karatou (Japan) 31st Mar., Coal.—D. & Co., Ltd.
 Loyal, Ger. s.s., 1,582, L. Lorenzen, 6th April.—Sourabaya via Labuan 21st Mar., Sugar and Gen.—S. W. & Co.
 Nicomedia, Ger. s.s., 1,370, A. Wagner, 7th April.—Portland, Or. via Japan Ports and Moji 1st April, Gen.—P. A. S. S. Co.
 Refaburi, Ger. s.s., 1,189, G. Wendig, 9th April.—Bangkok 31st Mar., Gen.—B. & S.
 Shawmut, Am. s.s., 9,666, E. V. Roberts, 10th April.—Manila 7th April, Gen.—D. & Co., Ltd.
 Siberia, Am. s.s., 5,655, J. T. Smith, 10th April.—San Francisco 1st Mar., and Manila 8th April, Mails and Gen.—P. M. S. S. Co.
 Tatar, Br. s.s., 2,768, E. Betham, R.N.R., 5th April.—Vancouver 7th Mar., and Shanghai 2nd April, Gen.—C. P. R. Co.
 Tjiljalap, Dut. s.s., 5,000, H. Koops, 9th April.—Macassar 2nd April, Gen.—J. C. J. L.
 Triumph, Ger. s.s., 769, A. Hansen, 8th April.—Fochow 4th April, Amoy 6th, and Swatow 7th, Gen.—J. & Co.
 Venus, Am. s.s., 638, A. Araluce, 10th April.—Manila via Iloilo 6th April, Gen.—Barretto & Co.
 Yuenang, Br. s.s., 1,128, P. H. Rolfe, 10th April.—Manila 7th April, Gen.—J. M. & Co.
 Zafiro, Br. s.s., 1,611, R. Podger, 10th April.—Manila 6th April, Gen.—S. T. & Co.

Sailing Vessels.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 10th Mar.—Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.
 Forrest Hall, Br. ship, 1,901, P. A. Logan, 14th Jan.—New York 7th Aug., 1904, Petroleum.—S. O. Co.
 S. P. Hitchcock, Am. ship, 2,086, E. V. Gates, 2nd Mar.—from New York, Oil and Wax.—S. O. Co.

Ships Passed the Canal.

Outward—25th March—*Claviburn*, *Dumbia*, 28th March—*Diomed*, *Arctia*, *Prometheus*, *Scythia*, 1st April—*Arctia*, *Calchai*, *Yunnan*, 4th April—*Albia*, *Bismark*, *C. Ford*, *Lafayette*, *Dmitriy*, *Nippon*, *Room*, *Sakuma*, *Societe*, *Agincourt*, *Montkaton*, *Whit*, *Transit*, 7th April—*Ernest*, *Stewart*, *Verona*, 8th April—*Baralong*, *St. Eger*, *Indian Monarch*.

Homeward—28th March—*Afax*, *Glenlogan*, *Ros Jura*, 1st April—*Caladon*, *Idomeneus*, *Formosa*, *Ducalton*, *Princess Alice*.

Arrivals at Home—25th March—*Himalaya*, 28th March—*Glaucus*, 31st March—*Java*, 1st April—*Gallie*, *Ambrisa*, *Croydon*, *China*, *Sachsen*, 4th April—*Afax*, 8th April—*Ghana*, *California*.

Steamers Expected.

Vessels	From	Agents	Due
Glenloch	Singapore	McG. & Co.	April 13
Poon	Singapore	P. & O. Co.	April 15
Topkio	Japan	M. M.	April 17
Namsang	Singapore	J. M. & Co.	April 17
Numantia	Portland	P. & A. Co.	April 18
Tjiljalap	Kobe	C. J. L.	April 18
Mongolia	Japan	P. M. Co.	April 19
Moji	B. & S.	April 23	
Claverburn	New York	S. T. & Co.	April 25
Emp. of Japan	Vancouver	C. P. R. Co.	May 1
Atabia	Portland	P. & A. Co.	May 3

Hongkong & Whampoa Dock Returns.

U.S.S. Date	at Kowloon Dock
U.S.S. Decatur	"
U.S.S. Wisconsin	"
Kinsale	"
H.M.S. Fame	"
Spir	Aberdeen

Post Office.

A Mail will close for—

Macao—Per *Winghat*, 13th April, 7.30 A.M.
 Canton—Per *Hankow*, 13th April, 7.30 A.M.
 Swatow, Amoy, Foochow and Shanghai—Per *Triumph*, 13th April, 9 A.M.
 Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Shawmut*, 13th April, 11 A.M.
 Singapore, Penang and Bombay—Per *Capri*, 13th April, 11 A.M.
 Kongmoon, Kumchuk and Kaukung—Per *Sarui*, 13th April, 3 P.M.
 Amoy and Manila—Per *Yuenang*, 13th April, 5 P.M.
 Swatow and Bangkok—Per *Rajaburi*, 13th April, 5 P.M.
 Canton—Per *Falshan*, 13th April, 5 P.M.
 Namtao—Per *Taiichun*, 13th April, 5 P.M.
 Sanbue—Per *Hoi Fu*, 13th April, 5 P.M.
 Canton—Per *Honam*, 14th April, 7.30 A.M.
 Macao—Per *Winghat*, 14th April, 7.30 A.M.
 Bangkok—Per *Bangkok*, 14th April, 9 A.M.
 Manila—Per *Venus*, 14th April, 10 A.M.
 Yap, Saipan, Ruk, Ponape, Kusaie, Jaluit, Butaritari, Ocean Island, Nauru and Sydney—Per *Germania*, 14th April, 11 A.M.
 Shanghai—Per *Woonung*, 14th April, 3 P.M.
 Shanghai, Moji, Kobe and Yokohama—Per *Tjiljalap*, 14th April, 3 P.M.
 Moji, Kobe, Yokohama and Portland, Or.—Per *Nicomedia*, 14th April, 3 P.M.
 Canton—Per *Powen*, 14th April, 5 P.M.
 Macao—Per *Winghat*, 15th April, 7.30 A.M.
 Manila—Per *Zafiro*, 15th April, 9 A.M.
 Manila—Per *Trimont*, 15th April, 11 A.M.
 Saigon—Per *Shantung*, 15th April, 5 P.M.
 Canton—Per *Hankow*, 15th April, 5 P.M.
 Namtao—Per *Taiichun*, 15th April, 5 P.M.
 Sanbue—Per *Hoi Fu*, 15th April, 5 P.M.
 Canton—Per *Falshan*, 16th April, 9 A.M.
 Kongmoon and Kumchuk—Per *Hongkong*, 16th April, 9 A.M.
 Namtao—Per *Taiichun*, 16th April, 9 A.M.
 Sanbue—Per *Hoi Fu*, 16th April, 9 A.M.
 Macao—Per *Winghat*, 16th April, 8 A.M.
 Macao—Per *Winghat*, 17th April, 7.30 A.M.
 Shanghai—Per *Hangsang*, 17th April, 3 P.M.
 Macao—Per *Winghat*, 18th April, 7.30 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 18th April, 10.30 A.M.
 Europe, &c., India, via Tuticorin—Per *Tonkin*, 18th April, 11 A.M.
 Manila—Per *Taan*, 18th April, 3 P.M.
 Shanghai—Per *Taiwan*, 18th April, 3 P.M.
 Batavia, Samarang, Sourabaya and Macassar—Per *Tjiljalap*, 19th April, 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 19th April, 11 A.M.
 Macao—Per *Hongshan*, 19th April, 1.15 P.M.
 Tientsin—Per *Woiang*, 20th April, 2 P.M.
 Iloilo—Per *Sungliang*, 21st April, 3 P.M.
 Manila—Per *Rubi*, 22nd April, 9 A.M.
 Europe, &c., India, via Tuticorin—Per *Sinla*, 22nd April, 11 A.M.
 Zamboanga, Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 6th May, 11 A.M.

Frederick, Wilhelmshafen, Herbertshöhe, Matupi, Brisbane, Sydney and Melbourne—Per *Prins Willemar*, 2nd May, 10 A.M.
 Europe, &c., India, via Tuticorin—Per *Armand Beke*, 2nd May, 11 A.M.
 Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 6th May, 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 A.M., and that for Canton at 9 A.M.

Mails for Namtao, Sanbue, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 P.M. On Sundays the mails will be closed at 9 A.M.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.
 Aitken, Mrs. Lewis, A. R.
 Baker, G. P. Lind, H. E.
 Bingham, Mr. & Mrs. Lombard, J.
 T. E. and child
 Birbeck, R. J. Mackie, H. B.
 Bissell, W. S. Marriott, Dr. O.
 Binney, S. Marshall, F. B.
 Blair, D. K. Marston, Mr. and Mrs.
 Boggan, Mr. and Mrs. F. W.
 Bonar, J. H. McLean, T. P.
 Bonner, E. A. Miller, Miss
 Bonnet, F. Miller, P. L.
 Bornau, M. Moir, A. M. Mrs. W. M.
 Bornatt, G. Moon, Mr. & Mrs. E. M.
 Borthwick, Mrs. R. W. Newman, A. G.
 and child
 Bowle, Mr. and Mrs. Oliver, Mr. and Mrs.
 W. G. S.
 Broughall, L. Parfit, W.
 Buck, Hart. Pattle, Mrs. J. A.
 Bryant, Mr. and Mrs. Perkins, Mr. and Mrs.
 R. C. T. L.
 Clark, Hon. Dr. Francis Petersen, E.
 Clark, T. Pocklington, Mrs. E.
 Clark, W. G. and 2 maids
 Clarke, Mr. and Mrs. Pocklington, Miss
 M. A. Pott, W. H.
 Cunningham, G. Potts, W. H.
 Daland, W. A. Ranney, F. O.
 Davies, F. O. Ranney, Mrs. F. O.
 Davis, Mr. & Mrs. L. P. Rouch, Mrs. J. S. and
 Davies, Mrs. J. T. child
 Deacon, F. B. Robertson, W. R.
 Douglas, Capt. & Mrs. J. Robson, F. T.
 Downing, Mr. and Mrs. Rhodius, N. H.
 T. C. Rutherford, N. W.
 Easton, W. Schumacker, W. W.
 Edwards, G. H. Schwob, P.
 Emerson, A. Schwob, M.
 Felvus, C. P. Scott, Mr. & Mrs. J. G.
 Fisher, H. G. Sichel, Mr. and Mrs.
 Fuquim, S. O. H. B.
 Gavin, D. Smyth, Mr. and Mrs. F.
 Glover, C. Skott, C.
 Grant, A. W. Snowden, Mr. F.
 Gray, H. C. Sollers, Mr. and Mrs.
 Hall, Capt. T. E. M.
 Hanon, J. Somerville, Geo.
 Harding, R. Soper, C. H.
 Hardy, Mrs. C. S. Squires, C. H.
 Hart, J. F. Stairs, P. W.
 Hargreaves, Miss Steln, A. L.
 Hopper, J. Thornborrow, J.
 Hoskyn, H. P. Trinnell, W. D.
 Hughes, W. T. Valentin, J.
 Hurst, R. N., Engineer. Vooght, Mr.
 Capt. Walloch, E.
 Jones, Capt. R. Ward, A. S.
 Jones, G. Wemyss, J. L.
 Kempf, H. T. Wilkinson, H. P.
 Knowles, J. H. Woolmer, Mr. and Mrs.
 Kirby-Smith, Mrs. R. C. E.
 M. and infant. Wrench, R. F.
 Lamont, W. A. Yates, Mrs.
 Le Pan, Mr. and Mrs.

CRAIGIEBURN.

Burnett, H. J. O. Smith, Mr. and Mrs.
 Dann, G. H. Grant
 Franklin, G. Southam, Mr. and Mrs.
 Gaskell, Mr. and Mrs. and child
 Morrell, G. E. Smith, H. Percy
 Nicholls, E. A. Webb, Mr. and Mrs.
 Riadore, R. M., Lieut. Montagu
 Commander & Mrs. Woodward, Mr. & Mrs.
 and children
 Smith, E. Grant

PEAK.

Aucoit, E. F. Louder, Mr.
 Atkinson, R. D. Martin, R.
 Beattie, J. M. Moxon, Mr. and Mrs.
 Beattie, M. P. Herbert
 Bentwick, Capt. and Mrs. Muell, J.
 Mrs. and children. Oliver, Mr. and Mrs.
 Bunney, Col. and Mrs. Ollis, F. B.
 F. W. and children. O'Neill, J. L. Hough
 Chichester, Major and Mrs. Painter, Maj. and Mrs.
 Mrs. A. A. Parker, R. M. A. R.
 Courtney, G. Parker, Mrs.
 Dixon, Mr. Perry, Major
 Dymock, Lieut. A. Paxton, Capt. H. W.
 Fitzwilliams, Capt. Phillips, Major
 Gales, Capt. Pollock, R. C. Mr.
 Grant, A. R. Rymer, Mr. and Mrs.
 Gröne, Dr. and Mrs. Sawyer, Mrs.
 Hallingworth, Mr. and Mrs. Sinclair, A.
 Mrs. Smith, C. W.
 Harker, B. Brotherton. Smith, A. Findlay
 Hassan, Mr. and Mrs. Smith, Mr. and Mrs.
 Haynes, Col. Speckhaver, W. O. C.
 Hayland, F. A. Steen, Mr.
 Helgaun, A. Stokes, Mr.
 Hett, Mr. and Mrs. Story, Mr.
 F. Taget. Thomson, Mr. & Mrs.
 Holborow, Mr. W.
 Hudig, D. Uffal, W. von
 Jeffries, H. U. Vandin, Gordon
 Joseph, Mr. and Mrs. Watkins, R. E., Capt.
 Josling, Major C. L. and Mrs.
 Kaye, Major and Mrs. White, Dr. and Mrs.
 Lang, Mr. M. J.

OCCIDENTAL.

Andrews, Mrs. and Mrs. J. C. and daughter
 Chandler, Lieut. Marchant, Capt. and
 Fisher, Mr. family
 Gannell, Mrs. H. J. Moser, E.
 Gerard, Capt. J. C. Moser, Miss A.
 Hollender, Dr. V. d. Nappel, E.
 Hurly, Major M. R. Nappel, H.
 Ken, Dr. F. Schick, O. F.
 Kerchoven, Mrs. and Schlicker, Mrs. Capt.
 daughter. Williams, Mrs. G. W.
 Krill, Mr. Windhorst, L.
 Krubbe, Capt. Winkelman, Mr.
 Lossner, Mr. and Mrs. Winter, J. R.

KOWLOON.

Buxton, Lady H. and Mrs. Mackay
 Brown, Geo. Mitchell, Mr.
 Carrick, Mr. and Mrs. Stevenson, Lt.-Comdr.
 and Mrs.
 Dingman, Mr. and Mrs. Tuck, Capt. and Mrs.
 Lewis. Watson, Mr. and Mrs.
 Eastace, Bert. W. H.
 Heriot, R. M. L., Capt.

April 12 at April 11 at
 4 P.M. 4 P.M.
 Barometer 29.96 29.85
 Temperature 66 68
 Humidity 97 95
 Rainfall 0.07 —

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H. P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Yangtze
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	en route from Esquimaux
Centurion	battleship, 1st class	16,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Diadem	cruiser, 1st class	11,000	16	13,500	—	en route to relieve Amphitrite
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecle	special service torpedo	6,400	—	2,400	Captain E. F. B. Charlton	en route from England
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Wahaiwai
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	en route Singapore
Janus	torpedo boat destroyer	280	6	3,000	Reserve	Yangtze
Kinsale	river gunboat	85	2	1,200	Lieut.-Commander E. V. R. Dugmore	West River
Moore	river gunboat	180	4	800	Lieut.-Commander F. B. Noble	Hongkong
Moore	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Hongkong
Ocean	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong
Orion	surveying-vessel	855	6	650	Commander C. E. Monro	en route Singapore
Rambler	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Robin	cruiser, 2nd class	3,600	8	7,000	Lieut.-Commander H. T. Atlay	Shanghai
Sirius	cruiser, 2nd class	3,600	8	7,000	Lieut.-Commander Davidson	Yangtze
Snipe	river gunboat	85	2	240	Captain C. H. H. Moore	Hongkong
Taku	torpedo boat destroyer	250	6	6,300	Lieut.-Commander Davidson	Hongkong
Sutley	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	en route Singapore
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	On way to Colombo
Vimero	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

* Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Avalanche	river gunboat	140	5	150	—	Haiphong
Balonnelle	river gunboat	—	—	150	—	Saigon
Capitaine	river gunboat	—	—	150	Lieut. Hue	Saigon
Cassiope	river gunboat	140	5	150	—	Saigon
Chacal	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
Dallas	armoured cruiser	4,000	31	9,500	Captain Allaire	Bale d'Along
Décidé	gunboat	645	10	1,000	Lieutenant L'Est	Bale d'Along
Escorte	cruiser	3,985	14	5,500	Commander Amet	Saigon
Esoc	river gunboat	303	7	6,300	Lieut. Mère	Haiphong
Francisque	destroyer	350	7	6,300	Lieut. Coton	Haiphong
Guichen	protected cruiser	—	—	—	Lieut. Jehanne	Haiphong
Gueydon	armoured cruiser	9,376	7	20,200	—	Saigon
Henri Rivière	river gunboat	—	—	—	Capt. Ridoux	Bale d'Along
Jacquin	river gunboat	200	6	308	Lieut. Portier	Haiphong
Javeline	destroyer	307	—	300	Lieut. Corlour	Haiphong
Kersaint	cruiser	1,250	7	2,200	Commander Sagot-Duvauroux	Haiphong
Lynx	sub-marine	—	—	—	Commander Simon	Chemulpo & S'hai
Monicaul*	armoured cruiser	9,700	12	19,600	Armbruster	Saigon
Mousquet	destroyer	307	7	6,300	Capt. Duval	Bale d'Along
Olry	river gunboat	—	—	—	Lieut. Prat	Saigon
Peiho	gunboat	—	—	—	Lieut. Grellier	Chungking
Pistolet	destroyer	307	7	6,300	Lieut. Lavissière	Tongku
Protée	sub-marine	—	—	—	Lieut. de Reinach-Werth	Saigon
Redoutable	battleship, reserve	9,437	8	6,071	Lieut. Glorieux	Saigon
Sabre	destroyer	—	—	—	Commodore C. P. M. Poldoske	Saigon
Styx	armoured gunboat	1,796	10	1,700	Lieut. Lebail	Haiphong
Sully	armoured cruiser	10,014	38	20,000	Capt. Dupriez	Saigon
Surprise	gunboat	629	2	900	Capt. Guibertau	Bale d'Along
Takiang	river gunboat	—	—	—	Lieut. Roque	Bale d'Along
Takou	destroyer	250	6	—	—	Upper Yangtse
Tauban	battleship, reserve	6,150	23	4,560	Capt. Terquem	Saigon
Vigilante	river gunboat	123	7	500	Lieut. Brugnon	Saigon
						Canton

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ARMAND BELLEC, and May.

S.S. DUMBEA, 16th May.

S.S. ERNEST SIMONS, 30th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 6th April, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA"

Captain F.R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macedonia*, due in London on the 4th June.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 8th April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing.
<i>Shawmut</i>	9,606	E. V. Roberts	At April 13
<i>Tremont</i>	9,606	T. W. Garlick	April 25
<i>Lyra</i>	4,417	G. V. Williams	May 15

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Tremont, 9,606 T. W. Garlick, At April 15
Lyra, 4,417 G. V. Williams, May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 7th April, 1905.

BOO CHEONG,

昌 發

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Elinor Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

Hongkong, 6th April, 1905.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMP

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.
Hongkong, 2nd May, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
4, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李 廣 隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	1 1/2 % { London £80
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 % \$36 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 % \$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$35	\$950,000 \$151,992 \$362,366 \$371,445	Nil	\$4 1/2 for year ended 30.4.1904	7 1/2 % \$58
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 % Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$24,000 \$172,749 \$893,110 \$846,773 \$700,000 \$37,794 \$1,000,000 \$125,675 \$2,501 \$1,202,505	\$2,078,997	\$35 for 1903	5 % \$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794 \$1,000,000 \$125,675 \$2,501 \$1,202,505	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 % \$155 ex div. b.
FIRE INSURANCES							
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$125,675 \$2,501 \$1,202,505	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,202,505	\$360,372	\$34 for 1903	11 % \$307 1/2
SHIPPING, TUG AND CARGO BOATS							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 % \$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$18,000 \$85,439 \$250,000 \$200,000 \$50,000 \$158,444	Nil	\$2 for year ended 30.6.1904	5 1/2 % \$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$60,000 \$205,000 \$100,000	\$26,160	\$1 for second half-year 1904	9 1/2 % \$26 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$100,000	\$2,853	10/- for 1903 @ 1/10 5/16=\$3.378	4 1/2 % \$121 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 % Tls. 53 buyers
"Do" (Preference)	100,000	£1	£1	\$40,000	\$8,832	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 % Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	200,000	£1	£1	\$40,000 \$1,000 \$39,000	\$8,832	Interim of 1/- (Coupon No. 5) for 1904	5 % 21/- sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$1,000 \$9,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	6 1/2 % \$37 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000 \$130,153 Tls. 126,000 Tls. 276,679	\$21,231	\$10 for 1904	8 % \$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	10 1/2 % Tls. 30 sellers
REFINERIES							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$12,812	Final of \$15 making \$20 for 1904	9 % \$224
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,987	\$3 for 1897	4 1/2 % \$27 sales
Peak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 % Tls. 55 buyers
MINING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	\$7,820	No. 3 of 1/6	...
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G \$672,093	50 cents making G. \$1 for 1904	5 1/2 % G \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$40,000	\$7,820	No. 12 of 1/- = 48 cents	...
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...
DOCKS, WHARVES & GODOWNS							
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$75,000 \$58,473 \$100,000 \$250,000 \$33,500	\$29,422	\$3.75 for 1904	10 1/2 % \$36 sales
Hongkong & Kowloon Wharfed and Godown, Co., Ltd.	40,000	\$50	\$50	\$33,500	\$498,289	Final of \$2 1/2 making \$5 for 1904	4 1/2 % \$107 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$60,000	\$489	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 % \$204
Haworth Friskine, Limited	12,000	\$100	\$100	\$55,500	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	6 1/2 % \$245 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$150,000	\$40,936	\$1 1/2 for 1903	5 1/2 % \$224 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$1 1/2 bonus for 1903	6 1/2 % \$225 buyers
"Do" (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend	8 1/2 % Tls. 159
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 487,210	Tls. 48,153	Tls. 5 interim for 1904/5	6 % Tls. 177 1/2 sales
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	7 1/2 % Tls. 187 sales
Yankee Paper Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904	9 1/2 % \$283 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 % Tls. 187 sales
LANDS, HOTELS & BUILDING							
Astor House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	none	\$9,989	\$4 1/2 for year ended 30.6.1904	8 % \$31
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 % Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 % \$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 % \$129
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 % Tls. 21 buyers
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$200,000 \$50,000	\$11,958	90 cents for 1904	7 1/2 % \$12.40 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 % \$39 1/2
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,066	Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	7 1/2 % Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	10 % Tls. 47
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 % Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 % Tls. 12 buyers
COTTON MILLS							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 % Tls. 32 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 % \$16 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,800 Tls. 25,000 \$250,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 % Tls. 68 sales
MISCELLANEOUS							
A. S. Watson & Co., Limited	90,000	\$10	\$10	none	\$2,883	Interim of 50 cents for 1904	8 % \$13
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	...
Hell's Asbestos Eastern Agency, Limited	8,600	12/6	12/6	none	£161	6d. per share for 1903	5 % \$5 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$2 for 1904	8 1/2 % \$11
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 % \$21 sellers
"Do" (Founders)	123	\$15	\$12	\$20,000	\$1,253	None	...
"Do" (New Issue)	24,000	\$15	\$12	none	Nil	Preferential of 7 per cent for 1904	7 1/2 % \$8 sellers
China-Horneo Company, Limited	60,000	\$12	\$12	none	Nil	60 cents for 1903	4 1/2 % \$14 1/2
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	7 1/2 % Tls. 65
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 % \$88 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$6	\$6	\$12 for year ending 31.7.1903	...
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	7 1/2 % Tls. 25 sales
Fraser and Neave, Limited	4,000	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 % \$100
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$2 for 1904	7 1/2 % \$27 sales
"Do" (New Issue)	50,000	\$10	\$5	\$25,000	...	First Year	...
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Interim of \$1	13 % \$25 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	Tls. 24,800 Tls. 25,000 \$250,000 \$25,000	£7,625	£1 div. and 2 1/2 bonus for 1903	7 1/2 % \$60 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 } for year ending 30.4.1904	6 % \$17 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	...	...	50 cents }	...
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000	\$2,795	\$15 for year ending 30.11.1904	7 1/2 % \$200 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$50,000	\$11,356	Final of \$13 making \$17 for 1904	7 % \$245
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$50,000	\$11,337	\$10 for 1904	7 % \$145 ex div.
Katz Brothers, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for 1904	10 % \$18 1/2 sales
Lane, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$475,000	\$140	\$8 for 1903	6 % \$135 sales
Matshushita tot Mijin, Noh-en Landbouw- plooiatic in Langkat, Limited	2,500	\$100	\$100	none	\$1,582	Interim of \$5	8 % \$135 buyers
Maynard and Company, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	rat quarterly of Tls. 7 1/2, paid 15.3.05	12 % Tls. 235
S. Moutrie & Company, Limited	3,400	\$10	\$10	none	...	\$2 for year ended 31.10.1904	9 % \$23 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 % \$55 sales
Shanghai Gas Company, Limited	1,200	\$50	\$50	None	Dr. \$5,537	None	...
Shanghai Horse Bazaar Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 4 for 1904	7 1/2 % Tls. 112 sales
Shanghai Pulp and Paper Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 % Tls. 88 sales
Shanghai Waterworks Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 7 1/2 for 1904	9 1/2 % Tls. 155 sales
Singapore Dispensary, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 2/6 for 1904	6 1/2 % Tls. 410
South China Morning Post, Limited	600	\$50	\$50	\$20,000	\$1,769	\$6 1/2 for year ended 31.7.1904	8 % \$80
Steam Laundry Company, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	...
Straits Ice Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 % \$7 buyers
Straits Trading Company, Limited	10,000	\$5	\$5	none	...	First year	14 % \$48 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	\$750,000 \$50,000	\$84,813	\$10 for second half year 1904	...
Tientsin Waterworks Co. Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 2,025	\$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 % Tls. 110
United Asbestos Oriental Agency, Limited	9,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Tls. 2 for half year	6 1/2 % Tls. 130
"Do" (Founders)	100	\$10	\$10	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1903/4	9 1/2 % \$91 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	90 cents } for year ended 31.5.1904	16 1/2 % \$180 buyers